

AMERICAN RAILROAD JOURNAL

AND

IRON MANUFACTURERS' AND MINING GAZETTE.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, January 16, 1875.

Start the Unemployed to Work!

There are at this time in the United States, mainly in the seaboard and manufacturing portions, from 200,000 to 500,000 able-bodied male laborers destitute of employment, many of them destitute or nearly so, of the necessities of life. There are besides an equal number of tradesmen, merchants and shelterers, whose business, livelihood, or capital are seriously abridged in consequence of the enforced idleness of the former class. In addition we may say that the organized industries of the whole country, the transporters, miners, foundries, workshops, mills, banks, insurers, and in fact nearly every species of employment, is suffering from a very severe inaction. This state of things is, of course, a sequel of the panic; but its severity is unduly prolonged by the

need of something from without, which shall tend to brighten the prospect, restore confidence and thereby start capital into new investments and once more set the wheels of business in motion. There is as much money as before, and as much actual property; but there is less hopefulness and hence a torpid circulation of money and credits. Capitalists prefer to leave their money in bank at a low rate (or at no rate) of interest, to lending it to traders, manufacturers or projectors of improvements at the higher rates, chiefly because there is no visible hope of a return to the natural briskness of trade and credits. As panics are the result of instinctive terror, so their remedies should also be addressed to a restoration of tranquillity of mind.

It may be asked: what remedy can be proposed for this extreme depression? Of all the suggestions, including inflation of the currency, and other financial devices, we have met none which would be so effective and at the same time so simple, so certain, so beneficial and so legitimate, as the proposal for the government to lend the sanction of its encouragement to certain great necessary works of internal improvement. We are not now concerned with the particular works to be stimulated into activity, nor of the extent and manner of doing it. But if it were understood, tomorrow, that there were authority from Congress which would justify the construction of 3,000 miles of railroad in the country, in less than three weeks there would be a hundred furnace fires lighted which are now dark, a hundred mines now silent at work, and in less than three months more than three-fourths of all the idle laborers in the United States would be offered employment at fair wages!

This is a consummation so devoutly to be wished that one is tempted to ask "what prevents it from being done?" We have considered the usual objections made in newspapers and in political debates. They are (1) that it is not the province of government to assist or promote private interests by public funds; and (2) that the debt and taxation are already sufficiently onerous, without fresh burdens. The fallacy that underlies the first declaration arises out of a misstatement of the case. It is assumed that governments are ordained among men for merely negative purposes;

that is, to prevent something being done, to prevent invasion, to repress insurrection and arrest breakers of the peace. This view has nowhere in history nor in speculative reasoning, any large support. A much more congenial, and beneficent theory of government is that it is instituted among men for the purpose of achieving some desirable object by their co-operation which they could not accomplish separately and singly. We hold, with the mass of mankind, that government is for a positive not a negative end; that it may and should initiate and promote the welfare and the happiness of the governed, as well as merely to keep them from destroying each other.

Again there is a confusion in regard to the meaning of private interests, as also in the use of public treasures. In the larger sense the railroads of the country are a public convenience, while in the technical and legal sense they are private property. They carry the public mails, the troops and subsistence of armies as needed; beside ministering to the daily wants of the greatest numbers. And yet had it not been for the aid of the States we should have had no such system of railroads or canals as we now have; but for the extension of the credit of the government to the Pacific Railroad we should, it is quite safe to say, have had no rail line to California. It is difficult to understand upon what other theory the government has for a century been erecting light-houses on its coasts, surveying harbors, deepening channels of rivers and otherwise assisting the floating commerce, than the idea that it redounded for the common benefit, although the first recipients of the benefit are the private owners of the shipping. It may be asserted that these are but part of the common defences, the commercial benefits being incidental. Such is not, in fact, the true history of their origin; but granted for this occasion, has not the nation armies and forts on land as well as sailors and ships on the seas? It is impossible to construct a railroad on land, which may not as much as a beacon on the coast, be of great service to the military power of the country.

Dismissing, however, the military aspect of the case, and returning to the needs of our suffering and starving laborers, it is but a short time since government aid was invoked in behalf of sufferers

from fire, sufferers from inundation and sufferers from insect plagues. Is it not time some voice should be heard in the national forum in behalf of the sufferers from enforced idleness—not by their own fault or choice—the relief for which is in the hands of our representatives?

The second objection falls more easily than the first. In the first place these desired objects can be accomplished without the addition of a dollar to the burden of the debt, and in the second place the taxation would be more easily borne than now, because we should have more labor and more wealth to pay with and the fewer paupers to keep. It is an easy thing to demonstrate that the annual loss to the country from this unwilling mass of idleness is greater than the entire cost of all the canals and railroads now seeking for encouragement at the hands of government, even if the sum were sunk in them forever, without any repayment. As we understand it, government will not lose a dollar by its loan of credit, but be repaid to the last penny, and at the same time effect a saving in the transportation of the public freights and of the expenses of all private persons. Is not this an object worthy the attention of government, far transcending the petty disputes which now mainly engross its attention?

Finances of Boston.

The total funded debt of the city of Boston, Mass., on the 31st of December, 1874, amounted to \$43,474,841 96, and the unfunded debt (including loans authorized but not negotiated) \$1,244,281 13—making a total of \$44,719,123 09, against \$43,466,304 18 on the 31st of December, 1873, showing an increase of \$1,252,818 91. The means on hand on the 31st of December, 1874, for the payment of this debt were as follows: funds in the hands of the sinking fund Commissioners, \$14,373,332 98; public land and other bonds pledged for the payment of the debt, \$1,287,573 75—total, \$15,661,906 73. The means on hand for the payment of the debt of 1873, at the close of that year, were \$14,527,313 81—an increase of means during the year 1874 of \$1,134,592 92.

The gross debt Dec. 31, 1874, was \$44,719,123 09. The means on hand for the payment of the same Dec. 31, 1874, were 15,661,906 73

Net debt, Dec. 31, 1874 was \$29,057,216 36

The net debt of the city Dec. 31, 1873, was \$28,938,990 37, which shows an increase of the net debt amounting to \$118,225 99 during the municipal year 1874, while the gross debt was increased \$1,252,818 91.

During the year 1874 the payments, on account of the debt, amounted to \$1,446,993 81, and the certificates of indebtedness were canceled.

The gross debt is classified as follows:

	Dec. 31, 1874.
City Debt proper	\$27,748,855 18
Water Debt (net cost of the works)	10,962,898 74
War Loans (outstanding)	1,799,500 00
Roxbury Debt (outstanding)	502,900 00
Dorchester Debt (outstanding)	132,500 00
Charlestown Debt (outstanding)	
City	\$1,279,028 57
Mystic Water Works	1,287,000 00
	2,566,028 57
Brighton Debt (outstanding)	511,640 60
West Roxbury Debt (outstanding)	495,000 00
	\$44,719,123 09

California Railroads.

ROUTES, LENGTH AND GAUGE.

There are 1,261 miles of wide gauge railroad completed and in operation in this State (all of which is four feet eight and one-half inch gauge) to wit:

CENTRAL PACIFIC RAILROAD.

	Miles.
Oakland to State line	276
Oakland to Brooklyn	6
Oakland to Alameda	2
Alameda to Hayward's	15
Niles to San Jose	18
Lathrop to Goshen	146
Roseville to Redding	151
Total	614

SOUTHERN PACIFIC RAILROAD.

San Francisco to Tres Pinos	101
Carnadero to Soledad	60
Goshen to Sumner	74
Los Angeles to San Fernando	29
Los Angeles towards San Bernardino	29
Total	286

LOS ANGELES AND SAN PEDRO RAILROAD.

Los Angeles to Wilmington	22
Branch to Anaheim, via Los Nietes	21
Total	43

CALIFORNIA PACIFIC RAILROAD.

Vallejo to Sacramento	60
Davisville to Knight's Landing	18
Napa Junction to Calistoga	35
Total	113

VACA RAILROAD.

Vaca Station to Vacaville	6
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SACRAMENTO VALLEY RAILROAD.

Sacramento to Folsom	28
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PLACERVILLE AND SACRAMENTO VALLEY RAILROAD.

Folsom to Shingle Springs	26
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CALIFORNIA NORTHERN RAILROAD.

Marysville to Oroville	27
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STOCKTON AND VISALIA RAILROAD.

Stockton to Oakdale	38
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STOCKTON AND COPPERPOLE RAILROAD.

Peters to Milton	12
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SAN FRANCISCO AND NORTH PACIFIC RAILROAD.

Donahue to Cloverdale	56
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MOUNT DIABLO RAILROADS.

Nortonville to New York	7
Somerville to Pittsburg	5
Total	12

RAILROAD.

San Rafael to San Quentin	3
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VISALIA RAILROAD.

Visalia to Goshen	7
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In addition to the wide gauge roads, there are narrow gauge railroads, to wit:

San Francisco and North Pacific Coast Railroad, Saucelito toward Russian river, 30 miles, completed.

Salinas and Monterey Railroad 18½ miles, was completed during the past season.

The Colfax and Nevada Narrow Gauge Road, 23 miles in length, is under contract, and to be completed next season.

The Watsonville and Santa Cruz Narrow Gauge Railroad, 22 miles in length, is now being constructed, and will be completed next season.

RECAPITULATION.

	Miles.
Broad Gauge	1,261
Narrow Gauge	48½
Narrow Gauge under Construction	45
Total	1,354½

Boston Street Railroad Business.

The following is a comparative statement of street railways of Boston for the year ending Sept 30, 1874:

The average receipts per mile have been as follows: Middlesex Railroad, 45.36 cents; Metropolitan Railroad, 37.34 cents; South Boston Railroad, 39.30 cents; Union (Cambridge) Railroad 41.38 cents; Highland Railroad, 30.92 cents.

The average expenses per mile run have been as follows: Middlesex Railroad, 38.79 cents; Metropolitan Railroad, 34.49 cents; South Boston Railroad, 33.90 cents; Union (Cambridge) Railroad, 38.58 cents; Highland Railroad, 28.01 cents.

The average net earnings per mile have been as follows: Middlesex Railroad, 6.57 cents; Metropolitan Railroad, 2.85 cents; South Boston Railroad, 5.40 cents; Union (Cambridge) Railroad, 2.80 cents; Highland Railroad 2.91 cents.

The average number of passengers carried per round trip has been as follows: Middlesex Railroad, 41.57; Metropolitan Railroad, 39.90; South Boston Railroad, 45.32; Union (Cambridge) Railroad, 45.75; Highland Railroad, 41.90.

Boston, Revere Beach and Lynn Railroad.

We learn from the Boston Journal that the subscription to the stock of this road is now entirely filled up. The capital stock is \$300,000, the right of way valued at about the same amount being entirely contributed. The road which will be eight and one half miles in length, will be commenced as soon as the spring opens and it is expected will be completed by the first of June as preparations will be made in advance to carry on the work speedily, as it is to be constructed for a passenger road, a narrow gauge of three feet is decided upon. The ferry landing is to be at Rowe's wharf, the depot located on Atlantic avenue near the junction of Broad and High streets. The through transit from Boston to Lynn will be made in thirty minutes, passing through the property of the Boston Land Company and over Revere Beach. It will, besides the regular travel, be found one of the pleasantest for excursion trips of any conveyance from the city.

Providence and Worcester Railroad.

The income of this company for the years ending September 30, 1873 and 1874, was as follows:

	1873.	1874.
From passengers	\$411,746 98	\$400,341 53
" freight	584,739 47	506,771 37
" mails	3,874 52	6,114 38
" rents	7,464 37	11,880 38
" express	12,984 18	12,963 76
	\$970,809 52	\$938,071 42

Expenses, viz:

Maintenance of way	\$170,329 21	\$180,364 69
Repairs of locomotives	42,855 00	39,884 10
Repairs of cars	65,620 00	70,662 65
Fuel	79,371 05	80,869 86
Oil	7,935 98	9,038 26
Passenger department	72,803 60	78,441 23
Freight department	162,187 90	154,575 13
Taxes	36,513 65	38,493 02
Rent to Milford and Woonsocket R. R. Co.	5,000 00	3,480 00
Rent to Hopkinton R. R. Co.		7,500 00
All other expenses	71,089 76	70,066 84
	\$718,708 17	\$733,375 78

Net earnings

\$44,719,123 09

Total

Net earnings

The receipts and payments, other than those for operating the road during the year ending September 30, 1874, are as follows:

Received for the company's notes.....	\$690,654 69
Net income, as above.....	204,695 64
Increase amount of unpaid dividends.....	1,325 00
Total.....	\$896,675 33
Paid and charged to construction and equipment.....	\$653,886 68
Interest.....	30,000 00
Dividends January 1 and July 1, 1874, five per cent each.....	200,000 00
Materials on hand September 30, 1874.....	\$176,033 93
Cash on deposit at bank.....	100,280 12
Interest due on deposits.....	1,133 52
Note.....	280 00
Balances due other roads.....	6,328 32
Total.....	\$284,055 89
Less property on hand September 30, 1873.....	271,267 24
Total, as above.....	12,788 65
Total, as above.....	\$896,675 33

The length of road in Massachusetts is 25.51 miles; do., in Rhode Island, 17.90 miles—total, 43.41 miles. Length of double track, 30.65 miles. Length of branch, 1 mile, single track. Total length of road belonging to this company, 44.41 miles. Aggregate length of single track, 93.06 miles. Length of sidings 28½ miles. Length of roads belonging to other companies operated by this company, 15.43 miles. Total miles of road operated by this company, 59.84 miles. The report says:

Notwithstanding the general depression that has affected all kinds of business—none more than railroad transportation—our gross receipts have fallen off less than we anticipated from the promise of the business of the year.

It has been the desire of the management, not only to see the receipts kept up, but also to maintain the road in a thorough state of repair; and it is to-day in the most perfect condition for service and economy.

We have completed the East Providence Branch, from Valley Falls to tide water, and the new year already feels the effect in a large reduction of the initial expense, with which we have been burdened at the Providence end of the road.

We have in the new branch a first class piece of road, which will prove a valuable and profitable addition to our line.

During the year we have planted 14 miles of steel rail in our main line, rebuilt a large and substantial bridge on the Smithfield road in the town of Pawtucket, reconstructed and strengthened many bridge abutments and culverts, and have constructed new and lengthened old turnouts, increasing the operating expenses—but placing every outlay where it must inure to the permanent advantage of the road.

We have added 230 new coal dumps to the coal transportation equipment, and have now the most generous outfit for that business in New England. We have also added one new and elegant smoking and baggage car. Not a locomotive or car that would admit of repairs has been discarded or neglected, but promptly and thoroughly put in perfect condition for service.

The present condition of the road and all that pertains to operating the same, warrants the belief that even with a large increase of business, our expense can be reduced, and at the same time nothing neglected that ought to be done.

The extensive Viaduct in process of construction in Worcester, in connection with other roads, is in a good state of progress and will soon be completed. This, and the building of the branch road, with the other improvements referred to above, have made the year one of unusual expen-

diture, but all will without doubt result ultimately to the great benefit of the company.

To your efficient and energetic Superintendent great credit is due for the successful carrying out of the plans for the additions and improvements of the year.

The company have 29 locomotives, 41 passenger, mail and baggage cars, and 1,257 other cars, and 2 snow plows.

Miles run by passenger trains, 231,210; by freight trains, 271,940; by other trains, 25,810—total, 528,960. Number of passengers carried, 1,715,636; do., carried one mile, 15,191,135. Tons of merchandise carried, 506,383; do., carried one mile, 15,237,902.

BALANCE SHEET, September 30, 1874.

Construction.....	\$2,205,691 34
East Providence Branch Railroad..	301,730 30
Viaduct at Worcester.....	24,824 79
Total.....	\$2,532,246 43
Cars.....	570,074 00
Locomotives.....	263,339 35
Total construction and equipment..	\$3,365,659 78
Materials for operating and maintaining the road.....	\$176,033 93
Cash on hand.....	100,280 12
Note on hand.....	280 00
Interest on deposits due from bank.....	1,133 52
Balances due from other roads, etc.....	6,328 32
Total.....	\$3,649,715 67
Capital stock.....	\$2,000,000 00
Bonds payable.....	500,000 00
Notes payable.....	1,075,654 69
Total.....	\$3,575,654 69
Dividends unpaid.....	4,135 00
Surplus, (balance income account),	69,925 98
Total.....	\$3,649,715 67

President.—WILLIAM S. SLATER.

Directors.—William S. Slater, Earl P. Mason, Paul Whitin, Isaac Davis, Henry Chapin, John Carter Brown, Gideon L. Spencer, Elijah B. Stoddard, Lyman A. Cook, Estus Lamb, John C. Whitin, James Y. Smith, George A. Leete, Eben B. Phillips, John R. Balch.

Treasurer and Clerk.—JOHN R. BALCH.

Superintendent.—WILLIAM D. HILTON.

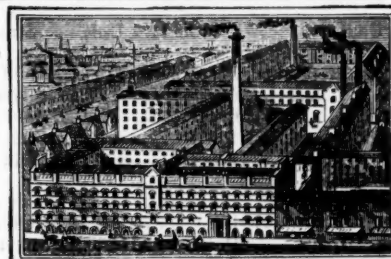
Michigan and Ohio Railroad.

The Michigan and Ohio Railroad company recorded a mortgage in Franklin county on the 2d of January, and in all the counties along the proposed line of road, on which fifteen million dollars are to be raised for making the improvement. The bonds are to be issued in two series of seven and half million dollars each; the money to be raised as it is needed. The road will pass through Williams, Defiance, Putnam, Allen, Anglatze, Logan, Hardin, Union, Franklin, Pickaway, Ross, Pike and Scioto counties in Ohio, and through five counties in Michigan, connecting Grand Haven with Portsmouth.

Railway Enterprise in Mexico.

Official advices received at Washington from the City of Mexico confirm recent telegraphic reports of important railroad undertakings in that Republic. A contract was signed between the Government and an English Company on the 6th of December for the construction of a railroad from Mexico to Leon, and on the 12th of Decem-

ber another contract was signed with Edward Lee Plumb, representing the International Railroad Company of Texas, for the construction of a road from Leon to the Rio Grande, to connect with the International Railroad. This will make it necessary to construct 1080 miles of railroad to connect the existing railroads in Texas with the City of Mexico.



Manufactory of the Spencerian Steel Pens, Birmingham, England.

SPENCERIAN
DOUBLE ELASTIC

STEEL PENS

The superiority and excellence of these justly celebrated Pens, are appreciated, as is shown in their constantly increasing sale. They are comprised in 15 numbers, of which one number alone has an annual sale of more than

5,000,000.

The *Spencerian Pens* are manufactured of the very best material by the most expert workmen in Europe, and are famous for their elasticity, durability, and evenness of point.

The *Spencerian Pens* are for Sale by all Dealers.

We make Fifteen Numbers of Pens, differing in flexibility and fineness of point, adapted to every style of writing, as follows:

No. 1. College Pen. *Point Fine; Action Perfect.* This is a great favorite with our leading penmen, is largely used in the Schools and Commercial Colleges throughout the country, and gives better satisfaction than any Pen before the American Public.

No. 2. Counting-House Pen. *Point Fine and Flexible,* well adapted to the use of Correspondents and Accountants.

No. 3. Commercial Pen. *Point Medium. An Easy Writing Business Pen.*

No. 4. Ladies' Extra Pen. *Point Extra Fine and Flexible.* For Delicate Fine Hand Writing this is a very superior Pen.

No. 5. School Pen. *Point Fine, Medium in Flexibility.* For a durable School Pen it has never been equaled.

No. 6. Flourishing Pen. *Point Long, Flexible and Medium in Fineness.* For Off-hand Flourishing.

No. 7. Quill Pen. *Point Medium, Quill Action.* A Smooth, Easy Writing Pen. Its name well represents its qualities.

No. 8. Congress Pen. (New.) *Medium Flexible Point.* A very superior Pen for all styles of writing. This Pen undergoes a process that renders it non-corrosive and three times more durable than any ordinary steel Pen.

No. 9. Bank Pen. *Point Long and Flexible.* A great favorite with Accountants, Tellers, &c.

No. 10. Custom-House Pen. *Point Medium.* Well adapted to all styles of Bold-hand Writing.

No. 11. University Pen. *Point Medium, very Smooth and Flexible.* The action of this celebrated Pen is very fine.

No. 12. Epistolaire Pen. *Point very Fine and very Flexible.* This is the Finest Pointed Pen made, and for very Delicate Writing, Map and Fine Pen Drawing, it has no equal.

No. 13. Engrossing Pen. *Point Blunt and Smooth.* Particularly adapted to Coarse-hand Writing and Engrossing.

No. 14. Artistic Pen. *Flexible, with extra fine Point.* This Exquisite and Truly Celebrated Pen is the Best Pen extant for Fine Ornamental Writing.

No. 15. The Queen. *Point extra fine.* Admirably adapted to all kinds of Fine Writing.

32 Sample Cards containing all the FIFTEEN Numbers, securely enclosed, will be sent by mail on receipt of 25 cents.

W. I. ISON, BLAKEMAN, TAYLOR & CO.
138 & 140 Grand Street, N. Y.

The Value of Foreign Coins in American Money.

The following circular has been issued by the Treasury Department:

THE TREASURY DEPARTMENT,
WASHINGTON, D. C., Jan. 1, 1875.

The first section of the act of March 3, 1873, provides "that the value of foreign coin, as expressed in the money account of the United States, shall be that of the pure metal of such coin of standard value," and that "the values of the standard coins in circulation of the various nations of the world shall be estimated annually by the Director of the Mint, and be proclaimed on the 1st day of January by the Secretary of the Treasury." The estimate of values contained in the following table has been made by the Director of the Mint, and is hereby proclaimed in compliance with the above stated provisions of law:

Country.	Monetary Unit.	Standard.	Value in United States Money.	Standard Coins.
Argentine Republic	Peso fuerte	Gold	\$1 00	None.
Austria	Florin	Silver	45.3	Florin.
Belgium	Franc	Gold and silver	19.3	5, 10 and 20 francs.
Bolivia	Dollar	Gold and silver	96.5	Escudo, $\frac{1}{2}$ bolivar and bolivar.
Brazil	Milreis of 1,000 reis	Gold	54.5	None.
British Possessions in				
North America	Dollar	Gold	1 00	—
Bogota	Peso	Gold	91.2	—
Central America	Dollar	Silver	91.8	Dollar.
Chili	Peso	Gold	91.2	Condor, doubloon and escudo.
Cuba	Peso	Gold	92.5	—
Denmark	Crown	Gold	26.8	10 and 20 crowns.
Ecuador	Dollar	Silver	91.8	Dollar.
Egypt	Po'nd of 100 piasters	Gold	4 97.4	5, 10, 25 and 50 piasters.
France	Franc	Gold and silver	19.3	5, 10 and 20 francs.
Great Britain	Pound sterling	Gold	4 86.6	$\frac{1}{2}$ sovereign and sovereign.
Greece	Drachma	Gold and silver	19.3	5, 10, 20, 50 and 100 drachmas.
German Empire	Mark	Gold	23.8	5, 10 and 20 marks.
Hayti	Dollar	Silver	95.2	—
Japan	Yen	Gold	99.7	1, 2, 5, 10 and 20 yen.
India	Rupree of 16 annas	Silver	43.6	—
Italy	Lira	Gold and silver	19.3	5, 10, 20, 50 and 100 lire.
Liberia	Dollar	Gold	\$1 00	—
Mexico	Dollar	Silver	99.8	Peso or \$, 5, 10 25 & 50 centavo.
Netherlands	Florin	Silver	38.5	$\frac{1}{2}$ florin, florin and 2 $\frac{1}{2}$ florins.
Norway	Crown	Gold	26.8	10 and 20 crowns.
Paraguay	Peso	Gold	1 00	—
Peru	Dollar	Silver	91.8	—
Porto Rico	Peso	Gold	92.5	—
Portugal	Milreis of 1,000 reis	Gold	1 08.4	2, 5 and 10 milreis.
Russia	Ro'ble of 100 copecks	Silver	1 00	$\frac{1}{4}$, $\frac{1}{2}$ and 1 rouble.
Sandwich Islands	Dollar	Gold	19.3	—
Spain	Peseta of 100 centims	Gold and silver	26.8	5, 10, 20, 50 and 100 pesetas.
Sweden	Crown	Gold	19.3	10 and 20 crowns.
Switzerland	Franc	Gold and silver	82.9	5, 10 and 20 francs.
Tripoli	Mahbub of 20 piasters	Silver	11.8	—
Tunis	Piaster of 16 caroubis	Silver	04.8	—
Turkey	Piaster	Gold	91.8	25, 50, 100, 250 & 500 piasters.
U. S. of Colombia	Peso	Silver	94.9	—
Uruguay	Patacon	Gold	—	—

B. H. BRISTOW, Secretary of the Treasury.

Railroad Law.

RAILROAD COMPANIES—BACKING CARS THROUGH PUBLIC STREETS—RIGHTS OF PERSONS CROSSING.

The case of Maginnis vs. the New York Central Railroad Company (52 N. Y., 215,) has just been decided by the Court of Appeals. This is the second time it has been thus argued. The facts are at length set out in the following opinion:—

When the case was before this court the first time, the judgment was reversed and a new trial granted, for an error of the Judge in refusing to charge as requested upon a point not now material to be noticed; but we thought that the evidence was sufficient to go to the Jury under the circumstances, and that the refusal to nonsuit was not error. The theory of liability was not that if the train had stopped, or so nearly stopped as to appear to be standing still, it was not negligence for the deceased to cross the street; and that starting the cars in a backward motion from an actual or apparent rest, without proper signal or warning, was sufficient for the Jury to predicate negligence of defendants as the cause of the injury. The last trial did not develop such a change of facts as to require a different decision. There

was no fact established from which, as matter of law, we can impute negligence to the intestate, or which absolutely relieves the defendant from the imputation of negligence.

The most that can be said is that the case of the plaintiff which was not strong before, is a shade weaker now. The train did not probably come to a dead stop; but it might be inferred that it was at the point of stopping, and that the intestate, in looking at it, was justified in supposing it to be standing still, and consequently, justified in crossing the street; and that, although there was no great suddenness to the motion, it was accelerated in order to pass Quakenbush street; and that the absence of a visible light, or other means of warning at the rear end of the train while being backed through a public street of the city, constituted a sufficient fault on the part of the company to render them liable for the injury. We think the previous decision of the court requires us to hold that the refusal to nonsuit was not error.

We must, therefore, consider whether any error was committed by the Judge in the refusals to charge as requested. The propositions contained

in the first and second requests were charged as requested. They embrace the proper instructions as to the negligence of the deceased, and are, in substance, that if the deceased saw the train approaching, or failed to look in order to see if the train was coming, she was guilty of negligence and the plaintiff could not recover. The third request was that if the jury believed that deceased could, before going on the track, have seen the approaching train by looking, then her being on the track where the train hit her, under the circumstances of the case, was conclusive evidence of contributory negligence, and the plaintiff could not recover. The Judge said at first "I so charge," and then added, "I charge, not that it is negligence, but evidence of negligence, I decline to charge that it is conclusive evidence. I will say it is high evidence." The propositions to the court were evidently prepared with critical care. The word "conclusive" evidence, in this request, means nothing more than that the facts stated constituted negligence in law, and the court was asked to so charge.

The first and second requests, which were charged, were that if deceased saw the train moving, or didn't look to see if it was coming, the plaintiff could not recover; and it is claimed by the counsel that this is substantially the same request, with the variation only, that if the deceased could have seen the train moving, and went on the track she was guilty of negligence. If this is the proper construction of the request it is substantially embraced in the first two requests. If she could see the train moving, she either did see it, or did not look to see it. In either case, the court charged that the plaintiff could not recover. But the language of the request is that if the deceased could have seen the "approaching train," it was negligence to go on the track.

It may be claimed, from the evidence, that the train was in fact approaching, though imperceptibly; and it is clear that deceased could have seen the train; but this does not reach the precise point requisite to establish her negligence, which was that she could see that the train was moving. To say that she could see the approaching train, is only saying that she could see the train which was in fact approaching; while to say that she could see the train approaching is to affirm the vital fact that she could see that the train was moving.

This distinction was recognized in our previous decision. The request, the refusal to charge which we held to be error, was that if the deceased saw the train approaching and went on the track she was guilty of negligence, and if she could see by looking that it was approaching, it would follow that she did see it moving, or did not look, which in either case, would be negligence. The same distinction is made in the different requests to charge. We are to presume that the change in phraseology in this request was intentional. To give it the other construction it would involve the same principle, which the court had distinctly charged in first two requests, and it cannot be supposed, that the court intended to change its ruling. It is evident that neither court nor jury so understood it. Upon the construction here indicated the charge of the court was quite as favorable to the defendant as could be justified.

The fourth request was refused, that it was im-

material whether the bell was rung, or whether there was light at the rear end of the car. If this request was based upon the idea that there was conclusive evidence of the negligence of deceased, it cannot, as we have seen, be sustained. As to the ringing of the bell there was no evidence entitled to consideration in conflict with that of the fireman and engineer as to the fact whether the bell was rung or not. But the absence of a light or other proper signal or warning at the rear end of the car was material upon the question of the defendant's negligence, and also as explanatory of the conduct of the deceased. The running of a train backward through a public street of a city in the night, without light, signal, or warning at the rear end of the train, at any rate of speed, is evidence upon the question of negligence, and the location and sufficiency of the light on this train was properly left to the jury.

The fifth request and charge relate to the negligence of the defendant. The request was that the rate of speed sworn to by a particular witness was not evidence of negligence. The response of the court was that if they gave the train a sudden and undue impetus, it was evidence of negligence. There was no claim on the trial that the rate of speed *per se* was evidence of negligence, nor did the court intend so to charge. The fair import of this instruction is, that if the impetus or motion given to this train was, under the circumstances of warning or signal, undue or improper, it was evidence of negligence. It would be a strained construction to hold that the Judge intended to charge, that if proper signal and warning were given, indicating that the train was moving backward, any speed proved on the trial would constitute negligence.

It would have been more satisfactory if the learned Judge had explained what was meant by "undue impetus," but we are required to give the charge such a construction as will sustain the ruling, if we are satisfied that the jury could not be misled.

The sixth request was that there was no evidence of any sudden or undue increase of speed before the deceased was hit. The court responded that this was a question of fact, and stated there was no evidence of the rate of increase. This was not error. The propriety of the application of the word "sudden" depended upon the construction of the evidence, and "undue" upon all the circumstances. These were questions of fact, as also whether the movement took place before the deceased was hit or not.

The seventh request was that if the train continued its motion all the way from the Union depot to where deceased was hit, and she could have seen the train, the plaintiff could not recover. The court so charged, "unless there was a sudden and undue increase of speed." The request is subject to the same criticism as the third request. It seeks to predicate negligence upon the ability of the deceased to see the train, and ignores the vital circumstance that she saw, or could have seen, that it was in motion.

The eighth request lacks the same element of fact to make it conclusive of negligence against the deceased.

The ninth request assumes that the deceased saw the train moving, and asks the court to charge that if she went upon the track supposing that the

rate of speed, would not be increased, and that she could therefore cross in safety, it was negligence, and the plaintiff could not recover, and the court properly so charged. This charge, together with the first and second requests which were also charged, threw light upon other portions of the charge which, standing alone, might appear ambiguous. The court clearly held that if the deceased saw or could have seen that the train was in motion, it was negligence for her to cross so near the train as to be hit, although the motion of the train may have been accelerated suddenly or otherwise, and although the defendant may have been negligent in not having or giving a proper light or warning. We feel constrained therefore to reverse the order of the General Term, and affirm judgment for plaintiff on verdict.

Finances of Pennsylvania.

During the fiscal year ending November 30, 1874, the receipts into the State Treasury amounted to \$5,871,968 27; to which add balance from previous year (\$1,825,151 24)—making a total of \$7,697,119 51. From which deduct: ordinary expenses, \$3,946,126 62; loans redeemed, \$1,230,166 90; interest paid on loans, \$1,466,274 34—a total of \$6,642,567 86; leaving a balance in the Treasury November 30, 1874, of \$1,054,551 65. The total public debt November 30, 1874, was as follows:

Public Debt:	
Six per cent loans.....	\$19,321,530 00
Five per cent loans.....	4,963,354 01
Four and a half per cent loans....	87,000 00
	\$24,371,884 01
Unfunded debt:	
Relief notes.....	\$96,196 00
Interest, etc., certificates 17,522 40	
Chambersburg certificates	83,032 96
	196,751 36

Total Debt Nov. 30, 1874.....\$24,568,635 37
The bonds in the sinking fund at that date amounted to \$9,000,000.

During the fiscal year ending November 30th, 1873, the receipts of the Treasury amounted to \$7,076,723 20—showing a reduction during the past year of \$1,204,751 93. "This diminution," says the Governor in his message, from which the above was compiled "was occasioned by the repeal in 1873 of the taxes on gross receipts of railroads, net earnings of industrial and other corporations, and the tax on cattle and farming implements. It is worthy of remark that the relief afforded by the repeal of these taxes was mainly in the interest of corporations employing the greatest number of working men. With this reduction of the revenue, and with an increased expenditure of perhaps \$500,000, made necessary by the new Constitution in the additional outlay for schools, Legislature and judiciary, it is manifest that the severest economy must be observed in all the departments of the government, and the appropriations considerably and wisely made, or the State will be unable to meet its obligations under the existing tax laws.

"By the Constitution the proceeds of the sale of public works and by act of last session approved May 9, 1874, the tax on the capital stock of all corporations, were assigned to the sinking fund, which can only be applied to the payment of loans redeemed and interest on the public debt. The receipts from other sources belong to the general revenue fund, and as all the expenditures of the Government are payable therefrom, it will be clearly the duty of the Legislature to limit the appropriation to the amount of this fund."

Cleveland and Pittsburg Railroad.

At the annual meeting of the stockholders of this company held in Cleveland on the 6th inst., the following gentlemen were chosen directors: J. N. McCullough, B. F. Jones, Pittsburg; Thomas A. Scott, Philadelphia; S. J. Tilden, John B. Trevor, Charles Lanier, George W. Cass, Isaac Kip, New York; Daniel McLaren, Cincinnati; J. V. Painter, R. P. Ranney, Cleveland.

President McCullough's annual report shows the following as the results of the operations of the road for the year 1874:

Receipts:	
From gross earnings.....	\$3,740,384 15
From other sources	10,242 81
Total receipts.....	\$3,750,626 96
Expenditures:	
For operating expenses.....	\$1,906,195 48
Paid Pittsburg, Fort Wayne and Chicago Railroad in settlement of joint earnings	83 519 04
For betterments	723,875 70
Rental, interest, sinking fund, &c..	1,226,834 47
Total expenditure.....	\$3,940,424 04

The balance sheet at the close of the year shows that the construction account amounted to \$12,865,561 48; equipment, \$3,373,485 61; machinery, etc., \$168,215 66, making a total of \$16,407,262 70, which, added to the cash in treasurer's hands, bills receivable, etc., \$849,759 68, foots up \$17,257,022 38. On the credit side is capital stock, amounting to \$11,243,211 47; bonds, &c., \$5,015,343 63; income, \$527,783 39; liabilities, \$470,683 89—total, as above, \$17,257,022 38.

Provision has already been made for honoring the third mortgage bonds, \$1,252,000, at their approaching maturity on the first of May next.

In conclusion the directors say, that "notwithstanding the financial crisis that has paralyzed all branches of business during the year just past, and which has borne with especial severity on the mineral traffic, which makes up so large a part of the business of your road, the obligations of the lessees have been promptly met, the various obligations of the company fully protected, and the guaranteed dividends regularly paid. Such a result, upon such circumstances, argues for the permanent security of the guarantee entered into by the lessee, and gives assurance of regular and uninterrupted dividends in the future to the stockholders."

THE LAKE SHORE AND MICHIGAN SOUTHERN
RAILWAY CO., TREASURER'S OFFICE,
NEW YORK, Dec. 29, 1874.

THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a Dividend of Three and One-quarter per cent upon its capital stock, payable on the 1st day of February next, at the Union Trust Company of New York.

The transfer books will be closed at the close of business on Saturday, the 9th day of January next, and be reopened on the morning of Tuesday, the 2d day of February next.
E. D. WORCESTER, Treasurer.

Jersey City Steel Works.

JAS. R. THOMPSON & CO.

MANUFACTURERS OF

HAMMERED AND ROLLED

CAST STEEL,

OF ALL DESCRIPTIONS,

Warren Street, Jersey City, N. J.

Tool, Drill, Frog Plates and Points, Cutlery, Rake, Axe, Hoe, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayonet, Rifle, and Pistol, made to order.

JAS. R. THOMPSON, B. H. HENNINGWORTH,
L. H. CARTER, C. G. CARTER, H. HENNINGWORTH

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873.....	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874.....	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	406,900		
Central Pacific:													
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,423	286,562	342,743	2,300,767
1869.....	212,604	218,983	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,643	535,360	467,659	5,670,882
1870.....	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.....	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,293,957	1,037,992	12,734,729
1873.....	852,860	694,045	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,872,632
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,314,000	1,253,000	14,405,479
Chicago and Alton:													
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1870.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596								
Chicago, Mil. & St. Paul:													
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870.....	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.....	460,936	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,400	657,500	576,620	742,050	964,500	886,900	749,200	704,300					
Clev., Col., Cin. & Ind.:													
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873.....	363,921	413,403	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	363,053	276,099	318,976	342,247	306,778	330,754	327,384	403,175	369,334	339,445	336,748	313,423	
Erie:													
1871.....	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,893	1,820,755	1,879,763	1,825,629	1,560,023	1,625,129	19,631,781
1874.....	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,545,379	1,546,174	1,605,138	1,667,995			
Illinois Central:													
1869.....	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870.....	623,333	661,789	601,326	555,057	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871.....	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	891,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	555,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	611,491	538,668	567,554	580,921	647,892	678,728	624,191	708,808	763,106	804,097	642,238		
Kansas Pacific:													
1871.....	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,313	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247						
Lake Shore & Mich. South'n:													
1871.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872.....	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873.....	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874.....	1,519,249	1,305,132	1,371,545	1,593,827									
Marietta & Cincinnati:													
1871.....	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	155,982	143,995	150,946	146,816	160,819	158,425	153,364	165,800	185,838	207,876	213,299	176,656	2,029,164
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,575
1874.....	171,028	144,215	161,031										2,099,290
Michigan Central:													
1870.....	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500				
Ohio and Mississippi:													
1872.....	272,472	239,733	290,710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873.....	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.....	266,039	243,167	304,842	298,665	268,807	292,546	282,640	323,963	364,374	381,021	309,597	296,013	
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096							

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,280,000	J. & J.	Jan. '75 34	Long Island 50	3,000,000	M. & S.	May '73 10s	Vermont and Mass. 100	\$2,860,000	A. & O.	Oct. '74 2
Allegheny Valley 50	2,263,350	— & —	—	Louisv., Cin. and Lex. 50	1,623,483	J. & J.	July '69 3	Warren (N. J.) 100	1,800,000	J. & D.	Dec. '74 3
Atlanta and West Point. 100	1,232,200	J. & J.	July '74 4	“ “ pref. 100	848,700	J. & J.	Jan. '74 41	Warwick Valley 100	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf 100	3,893,200	— & —	—	Louisville & Nashville. 100	8,980,600	F. & A.	Feb. '74 4	West Jersey 100	1,554,750	F. & A.	Feb. '74 4
“ guar. 100	786,478	M. & N.	Nov. '73 34	Louisv., N. Alb. & Chi. 100	3,000,000	J. & D.	Dec. '70 3	Winchester & Potomac* 100	180,000	J. & J.	Jan. '75 3
Atlantic and St. Law* 100	39,494,900	M. & S.	Sept. '74 2	Lowell and Lawrence 100	200,000	A. & O.	Oct. '74 3	Winchester & Strasburg* 100	500,000	J. & J.	Jan. '75 34
“ new 1870. 100	1,500,000	— & —	—	Lykens Valley 20	600,000	F.M.A.N.	Feb. '75 24	Worcester and Nashua. 75	1,759,800	J. & J.	Jan. '75 34
Avon, Genesee & Mt. M.* 100	194,250	A. & O.	Jan. '75 ..	Macon and Western 100	2,500,000	J. & J.	July '73 5				
Baltimore and Ohio. 100	13,151,962	M. & N.	Nov. '74 5	Maine Central 100	3,400,500	— & —	—				
Washington Br. 100	1,650,000	A. & O.	Oct. '74 5	Manchester and Law. 100	1,000,000	M. & N.	Nov. '74 5				
Parkersburg Br. pref. 50	5,680,685	— & —	—	Marietta & Cincinnati. 50	1,372,891	— & —	—				
Berkshire* 100	600,000	J.A. & O.	Jan. '75 12	“ “ 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s				
Biosburg & Corning* 50	250,000	J. & J.	Dec. '72 24	“ “ 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s				
Boston and Albany 100	19,884,100	M. & N.	Nov. '74 5	Massachusetts* 100	400,000	F. & A.	Aug. '74 3				
Bos., Cin. & Fitchburg. pref. 100	633,200	— & —	—	Memphis & Charleston* 25	5,312,725	J. & J.	Jan. '69 3				
Agricultural Br. guar. 100	60,000	J. & D.	Dec. '74 3	Michigan Central 100	18,328,204	J. & J.	Jan. '75 4s				
Boat, Conc. & Mont.* pref. 100	800,000	M. & N.	Nov. '74 3	Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '75 5				
Boston and Lowell. 500	3,200,000	J. & J.	Jan. '75 3	Milwaukee and St. Paul. 100	15,399,261	J. & J.	Dec. '70 7s				
Boston and Maine. 100	6,921,274	M. & N.	Nov. '74 4	“ “ pref. 100	12,274,483	F. & A.	Aug. '74 34b				
Boston and Providence. 100	4,000,000	M. & N.	Nov. '74 5	M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '75 4				
Buffalo, N. Y. and Erie* 100	960,000	F. & A.	Aug. '74 34	Morris and Essex* 50	14,008,100	J. & J.	Jan. '75 34				
Burlington and Mo. Riv. 100	5,636,900	M. & S.	Sept. '74 5	Nashua and Lowell. 100	800,000	M. & N.	Nov. '74 4				
“ “ pref. 100	1,485,900	M. & S.	Sept. '74 5	Naugatuck 100	1,881,900	F. & A.	Aug. '74 64				
Camden and Amboy* 100	5,847,800	J.A. & J.O.	Jan. '75 24	Nesquehoning Valley* 50	1,000,000	M. & S.	Sept. '74 5				
Camden and Atlantic. 50	451,701	— & —	—	Newark and N. York* 100	977,400	J. & J.	Jan. '75 34				
“ “ pref. 50	763,549	— & —	—	N. Bedford 100	1,678,500	M. & N.	Nov. '74 4				
Cape Cod 60	1,020,330	J. & J.	Jan. '72 24	N. Castle & Beaver Val.* 50	1,800,000	J.A. & J.O.	Jan. '75 24				
Cape May and Millville* 50	447,000	J. & D.	Dec. '74 3	N. Haven & Northamp. 100	605,000	J.A. & J.O.	Sept. '72 3				
Catawauqua & Fogelsv. 50	423,900	Novemb.	Nov. '71 6	New Jersey* 100	7,295,200	J.A. & J.O.	Jan. '75 24				
Catawissa* 50	1,159,600	— & —	—	New London Northern* 100	1,418,800	J.A. & J.O.	Jan. '75 2				
“ “ pref. 50	2,200,000	M. & N.	Nov. '74 24	N. Y. Cen. & Hudson R. 100	89,428,330	J.A. & J.O.	Jan. '75 2				
Cayuga and Susq. 50	639,110	J. & J.	July '74 5	New York and Harlem. 100	8,500,000	J. & J.	Jan. '75 4				
Cedar Rapids & Mo. R.* 100	6,380,400	M. & N.	Nov. '74 1	“ “ pref. 100	1,500,000	J. & J.	Jan. '75 4				
“ “ pref. 100	769,600	F. & A.	Aug. '74 34	N. Y., N. H. & Hartf. 100	15,500,000	J.A. & J.O.	Jan. '75 5				
Central of Georgia 100	4,666,300	J. & J.	July '73 5	N. Y., Provid. & Boston. 100	2,500,000	J.A. & J.O.	Jan. '75 24				
Central of New Jersey. 100	20,000,000	J.A. & J.O.	Jan. '75 24	Nig. Bridge & Canand* 100	1,000,000	J. & J.	Jan. '75 3				
Central Ohio 50	2,425,000	J. & D.	Dec. '74 3	North Carolina* 100	4,000,000	irregular.	Jan. '73 3				
“ “ pref. 50	400,000	J. & D.	Dec. '74 3	N. Eastern (N. C.) pref. 100	111,000	M. & N.	May '67 4				
Central Pacific 100	54,275,500	Aug. '74 65	Aug. '74 65	North Pennsylvania. 50	3,473,500	— & —	—				
Chemung* 100	380,000	J.A. & O.	Jan. '75 14	Northern Central 50	5,842,000	M. & N.	July '74 34				
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '75 4	Northern N. Hampsh. 100	3,068,400	J. & D.	Dec. '74 34				
Chicago and Alton 100	8,929,900	M. & S.	Sept. '74 5	Northern New Jersey* 100	1,000,000	J. & J.	July '74 4				
“ “ pref. 100	2,425,400	M. & S.	Sept. '74 5	Norwich & Worcester* 100	2,804,400	J. & J.	Jan. '75 5				
Chicago, Burl. & Quincy. 100	19,897,000	M. & S.	Sept. '74 5	Ogdensb. & L. Champ. 100	2,977,000	J. & J.	Jan. '75 3				
Chicago, Iowa & Nebras* 100	3,916,200	J. & J.	Jan. '75 4	“ “ pref. 100	2,000,000	A. & O.	Oct. '74 4				
Chicago & N. Western. 100	14,983,000	J. & D.	Dec. '72 3	Ohio and Mississippi. 100	20,000,000	J.A. & J.O.	Dec. '72 34s				
“ “ pref. 100	21,434,113	J. & J.	July '73 34	Oil Cr. & Allegheny R. 50	4,259,450	J.A. & J.O.	Jan. '74 3				
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Oct. '74 4	Old Colony & Newport. 100	6,637,300	J. & J.	Jan. '75 3				
Cin., Ham. & Dayton. 100	3,500,000	A. & O.	Oct. '74 4	Oswego and Syracuse* 100	482,400	F. & A.	Feb. '75 4				
Cin., Sand. and Cleve.* 50	2,980,550	— & —	—	Pacific of Missouri 100	3,635,750	J.A. & J.O.	Jan. '75 14				
“ “ pref. 50	429,046	M. & N.	Nov. '74 2	Panama 100	7,000,000	J.A. & J.O.	Jan. '75 3				
Clev., Col., Cin. & Ind. 100	14,991,275	F. & A.	Feb. '75 4	Patterson and Hudson* 100	630,000	J. & J.	July '74 4				
Cleveland & Mahoning* 50	2,057,569	M. & N.	Nov. '74 1	Patterson and Newark* 100	500,000	J. & J.	Jan. '74 4				
Cleveland & Pittsburg* 50	11,236,150	F.M.A.N.	Nov. '74 1	Patterson and Ramap. 100	245,000	J. & J.	Jan. '74 4				
Col., Chic. & Ind. Cen.* 100	13,000,000	— & —	—	Pember. & Hightstown* 50	342,150	J. & J.	Jan. '75 3				
Columbus and Xenia* 50	1,788,800	M.J.S.D.	Dec. '74 2	Pennsylvania 68,144,475	M. & N.	Nov. '74 5	Aug. '74 4				
Colum. & Hocking Val. 100	2,500,000	F. & A.	Feb. '75 8	Peoria & Bureau Val.* 100	1,200,000	F. & A.	Aug. '74 4				
Concord 100	1,600,000	M. & N.	Nov. '74 5	“ “ pref. 50	2,400,000	J. & J.	July '74 4				
Concord and Ports* 100	350,000	J. & J.	Jan. '75 34	Phil. & Norristown* 50	1,626,250	M.J.S.D.	Dec. '74 3				
Conn. & Passaic Riv. 100	2,100,000	F. & A.	Aug. '74 5	Philadelphia & Reading 50	32,684,375	J.A. & J.O.	Jan. '75 24				
Connecticut Riv. 100	2,100,000	J. & J.	Jan. '75 5	“ “ pref. 50	1,561,800	J.A. & J.O.	Jan. '75 24				
Cumberland Valley 50	1,494,250	A. & O.	Oct. '74 4	Phila. and Trenton* 100	1,259,100	J.A. & J.O.	Jan. '75 24				
Danbury and Newl. 50	600,000	— & —	—	Phila., Wil. & Balt. 100	11,507,750	J. & J.	Jan. '75 4				
Delaware* 50	1,230,941	J. & J.	Jan. '75 3	Pittsb., Ft. W. & Chi.* 100	19,714,285	J.A. & J.O.	Jan. '75 14				
Del., Lackaw. & Westn. 50	23,500,000	J.A. & J.O.	Jan. '75 24	“ “ Special Imp. 100	2,000,000	J.A. & J.O.	Jan. '75 14				
Detroit & Milwaukee* 50	822,140	— & —	—	Pittsfield & N. Adams. 100	410,000	J. & J.	Jan. '75 3				
“ “ pref. 50	2,093,000	J. & J.	Dec. '69 7	Port and Keimebec. 100	616,700	J. & J.	July '74 3				
Dubuque & Sioux City* 100	5,000,000	A. & O.	Oct. '74 2	Yarmouth certificates. 100	202,400	A. & O.	Apr. '72 8				
East Pennsylvania* 100	1,509,200	J. & J.	Jan. '75 24	Portl., Saco & Portsm. 100	1,500,000	J. & J.	Jan. '75 6				
East Mahoning* 50	392,950	J. & J.	Jan. '75 3	Providence & Worcester. 100	2,000,000	J. & J.	Jan. '75 6				
Eastern (Mass.) 100	4,262,600	J. & J.	July '73 3	Raleigh and Gaston 100	1,500,000	J. & J.	July '71 6				
Eastern (N. H.) 100	492,500	J. & J.	July '73 3	Rensselaer & Saratoga* 100	6,000,000	J. & J.	Jan. '75 4				
Elmira, Jct. & Canand* 100	500,000	F. & A.	Aug. '74 24	Roch. & Genesee Val.* 110	557,500	— & —	—				
Elmira & Williamsport* 50	500,000	M. & N.	May '74 24	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	Jan. '75 34				
“ “ pref. 50	500,000	J. & J.	Jan. '75 34	Rutland* 100	2,700,000	— & —	—				
Erie Railway 100	78,000,000	— & —	—	“ “ preferred. 100	4,300,000	F. & A.	Aug. '74 34s				
“ “ pref. 100	8,536,910	J. & J.	Oct. '73 34	St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2				
Erie and Pittsburgh* 50	1,090,250	M.J.S.D.	Dec. '74 14	St. L., Alt. & T. Haute. 100	2,300,000	— & —	—				
Fitchburg 100	4,000,000	J. & J.	Jan. '75 4	“ “ pref. 100	2,040,000	July.	July '74 3				
Georgia 100	4,156,000	J. & J.	Apr. '74 4	St. Louis and Iron Mt. 100	10,000,000	F. & A.	Feb. '74 3				
Grand River Val.* guar. 100	1,000,000	— & —	—	St. L., Kan. C. & North. 100	12,000,000	— & —	—				
Grand Trunk, (Ca.) 100	14,367,946	— & —	—	“ “ pref. 100	12,000,000	— & —	—				
Great Western, (Ca.) 100	19,237,404	A. & O.	Apr. '74 14	Saratoga and Schenec* 100	300,000	A. & O.	Oct. '74 24				
Hannibal & St. Joseph. 100	4,151,700	F. & A.	Aug. '70 34	Schuykill Valley* 50	576,050	M. & N.	Jan. '75 24				
“ “ pref. 100	5,078,224	Annual	Aug. '70 7	Seaboard and Roanoke. 100	1,151,400	M. & N.	Nov. '70				
Hanover Branch, (ra.) 50	116,850	M. & N.	Nov. '74 5	Shamokin V. & Potav.* 50	869,450	F. & A.	Aug. '74 3				
Harlem Extension 100	4,000,000	— & —	—	Shore Line* 100	995,800	J. & J.	July '74 3				
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '75 34	South Branch (N. J.)* 100	438,300	J. & J.	Jan. '72 3				
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '75 4	South Carolina 100	5,819,275	F. & A.	Feb. '72 1				
Huntingdon & Bd Top. 50	880,000	— & —	—	South Western, (Ga.)* 100	3,939,900	F. & A.	Feb. '73 4				
“ “ pref. 50	450,750	J. & J.	July '68 34	Staten Island 100	600,000	J. & J.	July '67 4				
Illinois Central 100	25,280,510	F. & A.	Feb. '75 4	Stockbridge and Pitts* 100	448,700	J. & J.	July '74 34				
Indianapolis, Cin. & Laf. 50	7,885,497	M. & S.	Sept. '67 4	Stony Brook* 100	287,300	M. & N.	Nov. '74 3				
Iowa Falls & Sioux City* 100	4,025,000	J. & J.	Jan. '75 0	Summit Branch* 50	2,502,250	F. & A.	Feb. '75 3				
Jacksonv. Mad. & Ind. 100	2,000,000	J. & J.	Jan. '75 0	Sussex (N. J.) 100	317,350	J. & J.	Jan. '72 24				
Joliet and Chicago* 100	1,500,000	J.A. & J.O.	Jan. '75 14	Syr., Bingham. & N.Y. 100	1,670,189	— & —	—				
Joliet & North Indiana* 100	300,000	J. & J.	Jan. '75 4	Taunton Branch 100	500,00						

NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.
National Securities, Jan. 1, 1875.											
Loan of June 14, 1858.....registered	\$260,000	5	Jan. & July.	1874	.....	Maine—(\$7,138,400):					
Loan of February 8, 1861.....registered	13,783,000	6	Jan. & July.	1880	118 1/2	.. Civil Loan Bonds, 1856-'61.....	222,000	6	Various.	'74-'78	.....
.. ..coupon	4,632,000	6	"	1880	118 1/2	.. War and Bounty Bonds, 1863 and '64.....	3,832,500	6	Various.	'80-'89	102
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	118 1/2	.. War (Municipal Equalization).....	3,083,900	6	April & Oct.	1889	.....
Loan of July 17, and Aug. 5, 1861.....registered	125,831,250	6	Jan. & July.	1881	118 1/2	Maryland—(\$10,741,215):					
.. ..coupon	63,490,100	6	"	1881	118 1/2	.. Bonds to R. R. and Canals.....	5,709,639	5	J. A. J. & O.	1890	80
Loan of Feb. 25, 1862 (5-20s).....registered	7,794,700	6	May & Nov.	1882	114 1/2	.. Bonds to R. R. and Canals.....	828,222	6	"	"	1890
.. ..coupon	103,322,050	6	"	1882	115	.. Bonds to Balt. & Susq. R. R.....	269,000	3	"	"	1890
Loan of March 3, 1863.....registered	53,643,400	6	Jan. & July.	1881	118 1/2	.. Defense and Bounty Bonds.....	3,072,083	6	Jan. & July.	1883	106
.. ..coupon	21,356,600	6	"	1881	118 1/2	.. State Loans, 1870 and 1872.....	799,056	6	"	"	'85-'87
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	116	Massachusetts—(\$28,477,804):					
Loan of June 30, 1864 (5-20s).....registered	28,062,150	6	"	1884	116	.. State (public works) scrip.....	750,000	5	Various.	'74-'80	.....
.. ..coupon	32,994,050	6	"	1884	116 1/2	.. Union Fund Loan, 1861.....	2,758,000	6	Jan. & July.	'74-'76	109
Loan of March 3, 1865 (5-20s).....registered	33,762,900	6	May & Nov.	1885	118	.. Union Fund Loan, 1862.....	600,000	5	"	"	'77-'78
.. ..coupon	118,771,450	6	"	1885	118	.. Coast Defense Loan, 1863.....	888,000	5	"	"	1883
.. ..2d series (5-20s).....registered	57,125,250	6	Jan. & July.	1885	117	.. Bounty Loan Bonds, 1863 and 1864.....	8,578,244	5	May & Nov.	'83-'94	101
.. ..coupon	145,537,850	6	"	1885	117 1/2	.. War Loan (currency).....	999,944	5	Mar. & Sept.	1888	102
.. ..3d series (5-20s).....registered	88,052,450	6	Jan. & July.	1887	118 1/2	.. Railroad and Tunnel Bonds.....	10,305,532	5	April & Oct.	'88-'93	.....
.. ..coupon	222,570,300	6	"	1887	118 1/2	.. Norwich and Worcester R. R. Bonds.....	400,000	6	Jan. & July.	1877	.....
.. ..4th series (5-20s).....registered	14,004,000	6	Jan. & July.	1888	118 1/2	.. B. H. & Erie R. R. Bonds.....	3,599,024	5	"	"	1900
.. ..coupon	23,470,000	6	"	1888	118	Minnesota—(\$250,000):					
Loan of March 3, 1864, (10-40s).....registered	141,272,350	5	Mar. & Sept.	1904	115 1/2	.. State Buildings Loan 1867 and 1869.....	250,000	7	Jan. & July.	'77-'79	.....
.. ..coupon	53,294,950	5	"	1904	115 1/2	Missouri—(\$18,747,000):					
Consols of July 14, '70 & Jan. 20, '71 registered	195,454,800	5	F. M. A. & N.	1881	114 1/2	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	94
.. ..coupon	166,243,100	5	"	1881	114 1/2	.. State (funding) Bonds, 1867-'68.....	2,727,000	6	"	"	'87-'88
Consols .. ..registered	.....	4 1/2	F. M. A. & N.	1886	.....	.. Railroad Loan Bonds, 1854-'66.....	12,801,000	6	"	"	'74-'86
.. ..coupon	.....	4 1/2	"	1886	.....	.. Railroad Bonds, guaranteed 1856-'66.....	1,589,000	7	"	"	'76-'91
Consols .. ..registered	.....	4	F. M. A. & N.	1901	.....	.. State Institutions Loans.....	1,301,000	6	"	"	var.
.. ..coupon	.....	4	"	1901	.....	New Hampshire—(\$3,914,165):					
Debt matured and without interest.....(var.)	19,122,396	3	.....	Due.	.....	.. War Loan Bonds, of 1861.....	614,000	6	Jan. & July.	'69-'78	.....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	.....	.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	'84-'89	102
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	.....	.. War Loan Bonds, of 1866.....	494,500	6	April & Oct.	'73-'74	.....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	117 1/2	New Jersey—(\$2,696,300):					
United States Notes.....	382,072,317	nd.	.....	.....	.....	.. War Loan Bonds, 1861-'64, tax free.....	2,690,000	6	Jan. & July.	'74-'02	105 1/2
Fractional Currency.....	46,390,598	"	.....	.....	.....	New York—(\$36,530,400):					
State Securities, latest dates.											
Alabama—(\$11,258,830):											
.. Bonds (old and extended), 1866 and '72..	3,230,800	5	May & Nov.	'83-'92	40 1/2	.. State Stock of 1827 and 1832.....	561,500	5	J. A. J. & O.	pleas.	.....
.. Bonds (new), 1866, '68 '72 and '73.....	2,477,700	8	Jan. & July.	'86-'93	52	.. State (Deficiency) Stock of 1838.....	900,000	5	"	"	1875
.. State Bonds for Railroads.....	2,300,200	8	"	'90-'91	.....	.. State (Deficiency) Stock of 1838.....	800,000	5	"	"	1870
.. Railroad endorsements.....	16,386,000	8	"	'90-'91	.....	.. State (Deficiency) Stock of 1838.....	348,107	5	"	"	pleas.
Arkansas—(\$ 0,885,000):											
.. Funded Bonds, (\$4,400,000) 1869 and 70..	2,850,000	6	Jan. & July.	'99-'00	20	.. Canal Stock.....	1,189,781	5	"	"	pleas.
.. Levee Bonds, 1871.....	2,200,000	7	"	1891	.....	.. Canal Stock.....	1,106,420	5	"	"	pleas.
.. Deficiency Bonds, 1872.....	300,000	7	"	1892	.....	.. Canal Stock.....	111,200	4	"	"	1874
.. Railroad Aid Bonds 1869 to '73.....	5,350,000	7	April & Oct.	'99-'00	7	.. Canal Stock.....	10,135,260	6	"	"	'74-'77
California—(\$3,796,500):											
.. Civil Bonds 1857 and '60.....	1,639,000	7	Jan. & July.	'77-'80	114	.. Bounty Loan registered.....	19,861,000	7	Jan. & July.	1877	110
.. Relief Fund Bonds, 1863.....	110,000	7	"	'83-'85	.....	.. Bounty Loan coupon.....	1,200,000	7	"	"	1877
.. State Capital Bonds, 1871 and '7.....	500,000	7	"	'91-'92	.....	North Carolina—(\$29,547,045):					
.. Funded Debt of 1873.....	1,497,500	6	"	1893	.....	.. Old or Ante-War Debt.....	4,738,900	6	Jan. & July.	'72-'92	27
Connecticut—(\$5,095,900):											
.. War Loan, (10-30 yrs) of July 1, 1861...	532,800	6	Jan. & July.	1881	103 1/2	.. Old or Ante-War Debt.....	3,639,400	6	April & Oct.	'72-'92	26
.. War Loan, (20 yrs) of Jan. 1863 and '64..	2,232,500	6	"	'83-'84	.....	.. Bonds issued since the war.....	3,009,045	6	Jan. & July.	'92-'98	18
.. War Loan, (10-30 yrs) of Oct. 1, 1864...	589,500	6	April & Oct.	1894	.....	.. Bonds issued since the war.....	1,859,000	6	April & Oct.	'92-'98	14
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	"	1885	.....	.. Bonds issued for funding.....	2,417,400	6	Jan. & July.	'78-'00	16
Delaware—(\$1,231,000):											
.. State War Debt.....	879,000	6	Jan. & July.	1885	.....	.. Bonds issued for funding.....	1,721,400	6	April & Oct.	'78-'00	14
.. Railroad Aid (J. and Breakwater R. R.)...	352,000	6	"	1885	.....	.. Special Tax Bonds.....	11,407,000	6	"	"	'93-'99
District of Columbia—(\$4,790,000):											
.. Improvement (gold) bonds.....	4,000,000	6	Jan. & July.	1902	.....	Ohio—(\$3,211,062):					
.. Improvement (cur.) bonds.....	790,000	7	"	1902	.....	.. Loan of 1860, sinking fund.....	147,180	6	Jan. & July.	1870	.....
Florida—(\$6,645,763):											
.. Bonds of 1871, and 1873.....	957,000	7	Jan. & July.	var.	.....	.. Loan of 1860, sinking fund.....	1,565,900	6	"	"	1875
.. Railroad Loan (gold) of 1870.....	4,000,000	8	"	1890	.....	.. Loan of 1860, sinking fund.....	4,074,517	6	"	"	1881
.. Consolidated (gold) Bonds of 1873.....	1,000,000	6	"	1903	.....	.. Loan of 1860, sinking fund.....	2,400,000	6	"	"	1886
Georgia—(\$14,871,084):											
.. Bonds for Western & Atlantic R. R.....	784,700	6	May & Nov.	1874	80 1/2	Oregon—(\$290,477):					
.. Bonds for Western & Atlantic R. R.....	172,500	7	"	1874	.....	.. Bounty and Relief Bonds.....	90,477	7	Jan. & July.	'74-'84	.....
.. Bonds for Atlantic and Gulf R. R.....	800,000	6	Feb. & Aug.	'78-'86	.....	.. Willamette Canal Bonds.....	200,000	7	"	"	1890
.. Bonds of March 12, 1866.....	3,900,000	7	Jan. & July.	1880	90	Pennsylvania—(\$24,999,785):					
.. Bonds (gold) of Sept. 1870.....	2,098,000	7	April & Oct.	1890	78	.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	.....
.. Bonds of Feb. 19, 1873.....	1,200,000	8	"	'75-'86	.....	.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882	103 1/2
.. Railroad endorsements.....	7,923,000	var.	Various.	var.	84	.. Loan of May 1852, reg. and coup.....	2,637,500	5	Feb. & Aug.	1877	.....
Illinois—(\$2,060,150):											
.. New Internal Improvement Bonds, 1847..	962,445	6	Jan. & July.	1878	.....	.. Loan of April 1853, coupon.....	238,000	5	"	"	1878
.. Refunded Stock Bonds, 1859.....	320,000	6	"	'77-'78	.....	.. Loan of April 1861, registered.....	35,000	6	"	"	1878
.. War Loan Bonds, 1861.....	367,000	6	"	1880	.....	.. Loan of Feb. 1867, reg. and coup.....	907,200	5	"	"	'74-'82
.. Chicago Relief Bonds 1871.....	250,000	6	"	1881	.....	.. Loan of Feb. 1867, reg. and coup.....	18,798,950	6	"	"	'74-'82
Indiana—(\$4,598,815):											
.. War Loan Bonds, of 1863.....	139,000	6	May & Nov.	1866	.....	.. Chambersburg certificates, registered..	83,032	6	June & Dec.	1876	.....
.. Temporary Loan Bonds, 1873.....	710,000	7	Jan. & July.	'75-'76	.....	.. Loans of April 1872.....	500,000	6	April & Oct.	1876	.....
Iowa—(\$543,050):											
.. War and Defense Fund Bonds, 1861...	300,000	7	Jan. & July.	.....	.....	Rhode Island—(\$2,638,500):					
Kansas—(\$1,336,675):											
.. State Bonds (various) 1863 to 1864.....	101,175	6	Jan. & July.	'83-'84	.....	.. War Bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	103 1/2
.. State Bonds (various) 1861 to 1869.....	1,235,500	7	"	'76-'80	.....	.. .. of 1863.....	205,000	6	April & Oct.	1883	.....
Louisiana—(\$22,308,800):											
.. State Bonds, to R. R. Companies.....	2,436,000	6	Various.	'70-'06	25	.. .. of 1863.....	668,000	6	Jan. & July.	1893	.....
.. Relief (Treasury) Bonds 1853.....	5,750,000	6	May & Nov.	'86-'07	24 1/2	.. .. of 1864.....	746,000	6	Feb. & Aug.	1894	.....
.. Levee Bonds 1865.....	1,000,000	8	Various.	1886	23	South Carolina—(\$20,650,235):					
.. Levee Bonds, 1867.....	4,000,000	6	May & Nov.	1907	.....	.. State House, Stock and Bonds '56-'63..	953,488	6	Jan. & Aug.	pleas.	34
.. Past due coupons 1865.....	978,800	6	Jan. & July.	'86-'97	.....	.. Fire Loan Stock of 1838.....	303,344	6	J. A. J. & O.	1870	.....
.. Levee Bonds, 1870.....	2,980,000	8	Mar. & Sept.	1875	24	.. Funding Stock 1866 and 1869.....	143,114	6	Jan. & July.	'77-'90	16
.. Funded Floating Debt 1870.....	2,950,000	6	May & Nov.	1910	24	.. Fire Loan Bonds of 1838.....	481,944	5	"	"	1868
.. State Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	24	.. New State House Bonds 1853-'66.....	298,000	6	"	"	'71-'86
.. Bonds for Railroad stocks (var.).....	2,436,000	6	Various.	'67-'11	.....	.. Blue Ridge R. R. Bonds 1854.....	966,000	6	"	"	'74-'78
.. Bonds for Railroads (var.).....	5,202,000	8	Various.	'99-'10	.....	.. Funding Bonds, 1868.....	930,000	6	"	"	'87-'97
.. Miss. & Mex. GulfShip Canal Bonds...	480,000	7.3	Mar. & Sept.	1889	.....	.. .. 1869.....	1,681,000	6	April & Oct.	1888	.....
Michigan—(\$1,622,134):											
.. Sault Ste Marie Canal Bonds.....	61,000	6	Jan. & July.	1879	102	.. .. 1869.....	1,189,400	6	Jan. & July.	1888	32
.. Renewal Loan Bonds, 1868.....	105,000	6	"	1878	103 1/2	.. .. 1869.....	2,030,000	7	"	"	1888
.. Two Million Loan, 1863.....	1,082,000	6	"	'73-'83	.....	.. Conversion Bonds 1869.....	7,666,500	6	"	"	1888
.. War Bounty Bonds, 1865.....	366,000	7	May & Nov.	1890	.....	.. .. 1870.....	343,000	6	April & Oct.	1889	32
						.. Railroad Aid Bonds.....	4,797,908	6	Various.	'69-'89	.....
						Tennessee—(\$20,966,382):					
						.. Railroad, &c., Bonds.....	15,767,922	6	Jan. & July.	'92-'00	71 1/2
						.. State Bonds (direct).....	4,819,544	6	April & Oct.	'69-'99	.....
						.. State Endorsements.....	2,197,000	6	Jan. & July.	1900	.....
						.. Funded Interest Bonds.....	4,598,035	6	"	"	1914
						Texas—(\$3,715,979):					
						.. Frontier Protection (gold) Bonds, 1870..	700,000	7	Mar. & Sept.	'90-'10	.....
						.. Deficiency Bonds, 1871.....	857,000	10	"	"	1876
						.. State Bonds.....	197,000	6	Jan.		

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:	\$						Blue Ridge, (S. Car.):	\$					
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold)...	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Albany loans (Alb. & W. Stkbg.)	103,000	6	Jan. & July.	Boston.	1876	....
2d Mortgage.....	2,673,000	8	"	"	1889	....	Dollar Bonds (Western R. R.)	665,000	6	April & Oct.	"	1875	96 1/2
Receiver's Bonds for \$1,200,000.	450,000	7	"	"	....	....	Currency bonds of Feb. 1, 1872.	4,790,000	7	Feb. and Aug.	"	1892	107
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	84 1/2
Alabama Central:							1st Mortgage (Equalization)....	248,000	7	"	"	1889	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation)...	168,000	7	"	"	1890	....
Albany and Susquehanna:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1881	93
1st Mortgage.....	1,600,000	7	Jan. & July.	New York.	1888	105 1/2	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	105	Sinking Fund Mortgage.....	543,000	6 1/2	Jan. and July.	Boston.	1889	....
3d Mortgage.....	434,000	7	May & Nov.	"	1881	106	1st Mortgage (22 1/2 m.) convertible	238,700	6	"	N. Y. & Bost.	1875	....
Albany Loan.....	933,000	6	"	"	1895	....	Consol. Mortgage for \$2,000,000.	936,400	7	Apr. and Oct.	Boston.	1893	108 1/2
Alexandria and Fredericksburg:							Boston, Hartford and Erie:						
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (old).....	600,000	7	Mar. and Sept.	Boston.	1884	....
Allegheny Valley:							1st Mortgage (Berrell).....	15,000,000	7	Jan. and July.	New York.	1900	23 1/2
General Mortgage.....	3,889,000	7 1/2	Jan. & July.	New York.	1896	90	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	40
Special Mortgage to Penn.....	3,500,000	6	January.	Harrisburg.	....	....	Mass. L. (as sold by \$4,000,000 Ber.)	3,600,000	7*	"	Boston.	1899	....
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	85	Boston and Lowell:						
American Central:							1st Mortgage.....	200,000	6	Apr. and Oct.	Boston.	1879	....
1st Mort., guar. by C., B. & Q.	686,006	8	Jan. & July.	New York.	1878	....	Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1892	105
Androscoggin:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1893 (coup. and reg.)..	2,834,500	7	Jan. and July.	Boston.	1893	105 1/2
Arkansas Central (narrow gauge):							Boston and Providence:						
1st Mortgage (\$12,000 p. m.)....	620,000	8*	Jan. & July.	Lond. or Am.	1891	....	Bonds to purchase P., W. & B. R.R.	500,000	7	Jan. and July.	Boston.	1893	....
2d Mortgage for \$1,200,000....	700,000	7*	April & Oct.	New York.	1893	....	Brunswick and Albany:						
Ashabula, Youngstown & Pitts.:							1st Mort. (gold) end. by G. tax fr.	3,430,000	6*	Apr. and Oct.	New York.	1906	....
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
Atchison and Nebraska:							Buffalo, Bradford and Pittsburg:						
1st Mortgage.....	3,750,000	8	Mar. & Sept.	Boston.	1896	....	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Atchison, Topeka and Santa Fe:							Buffalo, Corry and Pittsburg:						
1st Mortgage (gold).....	7,042,500	7*	Jan. & July.	New York.	1899	71 1/2	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Land Grant Mortgage (gold)....	3,521,000	7*	April & Oct.	Boston.	1900	68	Buffalo and Erie:						
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	"	1902	....	Mort. bonds (ass'd by L.S. & M.S.)	200,000	7	Jan. and July.	New York.	1882	....
Consolidated Mortgage (gold)...	976,000	7*	April & Oct.	N. Y. or Bost.	1903	35 1/2	Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	....
Atlanta and Richmond Air Line:							Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	"	1898	160
1st Mortgage (guar. by Georgia).	4,240,000	8	Jan. & July.	New York.	1900	64	Buffalo, New York and Erie:						
Atlantic and Great Western:							1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	86 1/2
1st Mortgage (gold).....	14,414,980	7*	Jan. & July.	N.Y. or Lond.	1902	....	Buffalo, New York & Phila.:						
2d Mortgage (gold).....	8,707,200	7*	March & Sept.	"	1902	....	1st Mortgage.....	2,296,000	6	Jan. & July.	New York.	1896	....
3d Mortgage (gold) Income.....	28,790,214	7*	May & Nov.	"	1902	....	2d Mortgage for \$1,000,000....	281,500	10	"	"	1893	....
Atlantic and Gulf:							Burlington, Cedar Rapids & Minn.:						
Consolidated 265 m. free U. S. tax	2,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage, etc., skg. fund....	5,400,000	7*	May & Nov.	N. Y. & Lond.	1919	48
Sectional (S. A. & G. R. R.) bonds	310,000	7	"	"	var.	....	1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	"	1888	....	Burlington and Missouri River:						
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	"	"	1889	....	Land and R. R. Mortgage.....	4,898,350	7	April & Oct.	N. Y. & Bost.	1893	101 1/2
Atlantic and Lake Erie:							Stock Bonds pref. 2d lien.....	591,000	7	Jan. & July.	Boston.	1875	100 1/2
1st Mort. (gold) for \$5,000,000....	....	7*	Jan. & July.	New York.	1901	....	Stock Bonds pref. 3d lien.....	441,000	8	"	"	1878	....
Atlantic, Miss. and Ohio (428 m.):							Stock (common) Bonds.....	340,000	8	April & Oct.	N. Y. & Bost.	1879	104
1st Mortgage for \$15,000,000....	5,470,900	7*	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	333,000	8	Jan. & July.	"	1894	....
2d Mort. to State (no int. till '80).	4,000,000	....	"	"	....	....	Stock (common) Bonds.....	417,000	8	"	"	1859	....
Atlantic and Pacific:							Burlington and Mo. Riv. in Neb.:						
Land Mortgage gold bonds.....	2,336,500	6*	Jan. & July.	New York.	1888	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	96
2d Mortgage for \$3,000,000 (gold)	1,958,400	6*	May & Nov.	"	1891	....	Bonds convertible until 1892....	600,000	8	"	Boston.	1883	....
1st Mort. (So. Pac. R. R.) assumed	7,189,000	6*	Jan. & July.	"	1888	....	Burlington and Southwestern:						
1st Mort. (Central Div.) gold.....	1,189,500	6*	May & Nov.	"	1891	....	1st Mortgage (\$20.00 per mile).	1,800,000	8	May & Nov.	Boston.	1896	....
Equipment Bonds.....	674,000	10	June & Dec.	"	1883	....	Cairo and Fulton (Arkansas):						
Atlantic and St. Lawrence:							1st Mort. (R. R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Sterling bonds (not Mort. of 1853).	484,000	6*	May & Nov.	London	1878	....	Cairo and St. Louis (3 ft. gauge):						
2d Mortgage (sterling) of 1864....	1,499,966	6*	April & Oct.	"	1884	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	"	1891	....	Cairo and Vincennes:						
Portland City Bonds, 1st M., S. F.	787,000	6	"	Portland.	1883	....	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
Augusta and Savannah:							2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
1st Mortgage.....	129,560	7	.....	Savannah.	....	....	California and Oregon (Gen. Pac.):						
Avon, Genesee & Mt. Morris (Erie):							1st Mortgage (gold).....	6,000,000	6*	Jan. & July.	New York.	1899-91	....
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1883	....	California Pacific:						
Bald Eagle Valley:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
1st Mortgage.....	360,000	6	Jan. & July.	Philadelphia.	1881	....	2d Mortgage (end. by Gen. Pac.)	1,600,000	6*	June & Dec.	"	....	....
2d Mortgage.....	100,000	7	"	"	1884	....	Camden and Amboy:						
Baltimore and Ohio:							Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	101
Loan of 1855 '75.....	857,250	6	Jan. & July.	Baltimore.	1875	102 1/2	Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	96
Loan of 1850-'80.....	579,500	6	"	"	1880	100	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	91
Loan of 1853-'55.....	1,710,500	6	April & Oct.	"	1885	102	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	102
Loan of 1855-'90 (Balt.) skg. fd.	3,461,146	6	Jan. & July.	"	1890	....	Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Loan of 1870-'95 (stk.) skg. fund.	3,620,320	6*	March & Sept.	London.	1895	....	Camden and Atlantic:						
Loan of 1872-1902 (stk.) S. F.	9,498,016	6*	"	"	1902	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	106
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	95 1/2	2d Mortgage of 1884.....	500,000	7	April & Oct.	"	1879	100 1/2
Baltimore and Potomac:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	90
1st Mort. (tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Canada Southern:						
1st Mortgage (R. R.) gold guar..	3,000,000	6*	April & Oct.	"	1911	....	1st Mort. (stk. fd.) d for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	70
Bangor and Piscataquis:							Cape Girardeau and State Line:						
1st Mortgage (Bangor loan)....	600,000	6	April & Oct.	Boston.	1899	....	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	Cape Girardeau	1891	....
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	Cape May and Millville:						
Bay City and East Saginaw:							2d Mort. guar. by W. Jersey R. R.	403,000	7	April & Oct.	Camden.	....	....
1st Mort. guar. by F. by													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):	\$						Chicago and Milwaukee Railway:	\$					
1st Mortgage, 1st Div. \$10,000 p.m.	700,000	7	Feb. & Aug.	New York.	1891	....	1st Mort., guar. by C. and N.W.	1,642,000	7	Jan. & July.	New York.	1898	93½
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	" " "	" "	1894	....	Chicago and Mich. Lake Shore:						
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	87½	1st Mortgage.....	500,000	8	March & Sept.	New York.	1889	....
Central Branch Union Pacific:							1st Mortgage.....	2,500,000	8	Jan. & July.	Boston.	1890	....
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....	1st Mortgage.....	1,350,000	8	May & Nov.	" "	1891	....
2d Mortgage Govern'm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....	1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	" "	1892	....
Central of Georgia:							Chicago, Milwaukee and St. Paul:						
1st Mortgage.....	993,000	7	March & Sept.	New York.	1875	....	1st Mort. (Mil. and St. Paul R'y)	5,527,000	7	Jan. & July.	New York.	1893	....
General Mort. for \$5,000,000....	1,672,000	7	Jan. & July.	N.Y. & Savan.	1893	....	2d Mort. (" ")	1,191,000	7	April & Oct.	" "	1884	77
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1894	....
Central of Iowa:							1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	" "	1874	....
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" "	1897	90
2d Mortgage, gold, \$4,000 p. m.	925,000	7*	April & Oct.	" "	1901	....	1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1870	....
Central of New Jersey:							1st Mort. (St. Paul Division.)	4,000,000	7½	" "	" "	1902	82
Convertible bonds of 1872.....	3,612,700	7	May & Nov.	New York.	1902	105½	1st Mort. (Iowa and Dak. Div.)	1,005,000	7	" "	" "	1870	77
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	" "	1890	109½	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	108
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....	2d Mort. (" ")	1,315,000	7 3/4	" "	" "	1898	93½
Loan of Loh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (Illa. and Iowa Div.)	37,000	7	Jan. & July.	" "	....	72
Consol. Mort. for \$25,000,000....	5,000,000	7	" "	New York.	1899	103	1st Mort. (Hast. and Dak. Div.)	1,350,000	7	" "	" "	....	....
Central Ohio (B. and O.):							Income bonds (Mil. and St. Paul)	20,000	7	April & Oct.	" "	....	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	94½	Milwaukee City Loan.....	230,500	7	March & Sept.	" "	1873	....
Central Pacific of California:							1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	1905-99	93½	Real Estate Purchase.....	148,500	7	" "	" "	....	....
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	....	Equipment and Bridge Bonds..	245,000	10	June & Dec.	" "	1883	....
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	Sacramento.	1884	101	Consol. Mort. for \$35,000,000....	7	Jan. & July.	" "	1904	....
2d Mort. (Govern'm't Subsidy).....	27,855,680	6*	" "	U.S. Treasury.	1905-99	95	Chicago and Northwestern:						
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	899	86½	Preferred sinking fund (193 m.)	1,242,700	7	Feb. & Aug.	New York.	1885	103
1st Mort. (Calif. & Oregon) gold	7,065,000	6*	" "	" "	892	82½	General 1st Mortgage (193 m.)	3,558,000	7	" "	" "	1885	100
1st Mort. (S. Fr. & Okla. & Ala.)...	500,000	8*	" "	San Francisco	890	....	Funded coupons (193 m.).....	743,300	7	May & Nov.	" "	1883	100
1st Mort. (San Joaquin V.D.) gold	6,080,000	6*	April & Oct.	New York.	1900	84½	Appleton Ext. (23 m. & 76,000 ac.)	147,000	7	Feb. & Aug.	" "	1885	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1900	....	Green Bay Ext. (26m & 76,000 a.)	292,000	7	" "	" "	1885	....
Central Vermont:							1st Mort. (Gal. & Chi. U.) 248 m.	1,693,000	7	" "	" "	1892	105
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	15½	2d Mort. (Gal. & Chi. U.) 248 m.	854,000	7	May & Nov.	" "	1875	101½
2d Mort., Consol. (")	1,500,000	7	June & Dec.	" "	1891	....	Elgin and State Line.....	128,000	6	Jan. & July.	" "	1878	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	" "	1887	62	Mississippi River Bridge.....	190,000	7	" "	" "	1884	....
Income and Extension Bonds....	1,008,600	8	May & Nov.	" "	1902	....	1st Mortgage (Peninsula).....	331,000	7	March & Sept.	" "	1898	....
Equipment Mort. (Vt. Central).	1,000,000	8	" "	" "	1902	76-77	Consol. skg fund (C. & N.W.R'y)	3,380,000	7	F. M. A. & N.	" "	1915	91
Equipment Mort. (")	1,000,000	8	" "	" "	1889	....	General Consol. Gold Bonds...	8,995,000	7*	June & Dec.	" "	1902	82½
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	" "	1891	61½	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
Missisquoi R.R. (")	500,000	7	" "	" "	1891	39	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	" "	1904	....	2d Mort. (Mil. & Chi. R.R.) guar.	97,500	7	" "	" "	1898	....
Christent and Savannah:							1st Mort. (Chic. & Mil. R.W.) guar.	1,642,000	7	Jan. & July.	" "	1898	93½
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. (Bel. & Mad. R.R.) guar.	300,000	7	" "	" "	1888	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....	Chicago, Portage and Superior:						
Charlotte, Columbia & Augusta:							1st M., s.f. (Chl. & N. Pac. Air-L.)	25,000 p.m.	7*	June & Dec.	New York.	1902	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	....	Chicago, Omaha and St. Joseph:						
Chartiers:							1st Mortgage for \$8,000,000....	.....	8	April & Oct.	New York.	1901	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chicago and Paducah (C. B. & Q.):						
Cheraw and Darlington:							1st Mortgage \$26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chl., Pekin & Southw'n (C.B. & Q.):						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Cherry Valley, Sharon and Alb.							Chicago, Rock Island and Pacific:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mortgage skg. fund.....	9,000,000	7	Jan. & July.	New York.	1896	105½
Chesapeake and Ohio:							Chl. & Southw'n (C. B. & Q. & Pac.):						
1st M. (gold) skg fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	48	1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mort. Extension (con. or reg)	2,124,000	7*	Jan. & July.	" "	1902	....	1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....	Chicago, Wisconsin & Canada:						
3d Mort. (") coupon.....	918,000	6	" "	" "	1884	....	1st Mort. gold, skg fd for \$410,000	.....	7*	Jan. & July.	New York.	1902	....
Income (") coupon.....	300,000	8	" "	" "	1876	....	Chicago and Superior:						
Funded Interest, coupon.....	160,557	8	" "	" "	1877	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
Cheshire:							1st Mortgage (gold) for \$5,000,000	.....	7*	Jan. & July.	" "	1902	....
Coupon bonds (no Mort.).....	803,800	6	Jan. & July.	Boston.	1875-80	93½	Chillicothe and Brunswick:						
Chester Creek (Phil. & Balt. Cent.)							1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Cincinnati, and Baltimore:						
Chester and Tamaroa:							1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	....
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	Cincinnati, Hamilton and Dayton:						
Chicago and Alton:							1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage, pref. sinking fund.	110,000	7	May & Nov.	New York.	1877	....	2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	107	3d Mortgage of 1867.....	400,000	8	June & Dec.	" "	1877	....
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	100½	Cincinnati, Ham. & Ind. (C. H. & D.):						
Consol. Bonds (\$200 stg. each).	1,149,550	6*	Jan. & July.	London.	1903	....	1st Mort., guar. for \$2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	....
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	97	Cincinnati, Lafayette and Chl.:						
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....	1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	....
1st Mort. (Louisiana and Mo.)...	4,500,000	7	Feb. & Aug.	" "	1900	89	Cincinnati and Martinsville:						
Chicago, Burlington and Quincy:							1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	111	Cincinnati & Muskingum Valley:						
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....	Cincinnati, Richmond & Chicago:						
Loan of 1872.....	7,029,875	7	Jan. & July.	Boston.	1896	102½	1st Mortgage guar. by C. H. & D.	500,000	7	Jan. and July.	New York.	1895	....
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	May & Nov.	New York.	1878	98½	2d Mortgage " " "	65,000	7	" "	" "	1889	....
1st Mort. (Car. and Burl.) guar.	600,000	8	Jan. &										

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Mt. Vernon and Delaware:	\$						Detroit & Bay City (Mich. Cent.):	\$					
1st Mortgage gold.....	1,300,000	7*	Jan. & July.	New York.	1900	....	1st Mort. (\$424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	....
2d Mortgage.....	1,000,000	7	" "	" "	1902	....	Detroit, Eel River and Illinois:						
Clev., Painesville & Ashtabula:							1st Mortgage for \$22,000 p.m.	1,826,000	8	Jan. & July.	New York.	1891	....
Regist'd bds (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1880	104	Detroit, Hillsdale and Indiana:						
3d Mortgage (")	1,000,000	7	April & Oct.	" "	1892	....	1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	" "	1881	....
1st Mort., s.f. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	106	Detroit, Lansing and Lake Mich.:						
2d Mortgage (")	860,000	7	April & Oct.	" "	1886	100	1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1896	....
Colebrookdale:							1st Mortgage (on Branches)....	575,000	8	June & Dec.	" "	1897	....
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....	2d Mortgage.....	1,359,000	8	Feb. & Aug.	" "	1893	....
Colorado Central (3 ft. gauge):							1st Mort. (Ionia and Lansing)....	770,000	8	Jan. & July.	New York.	1889	....
1st Mortgage.....	225,000	5*	June & Dec.	Boston.	1890	....	2d Mort. (")	81,000	8	May & Nov.	" "	1880	....
Columbus, Chicago & Ind. Cent.:							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage Consol. skg fund....	10,333,000	7	April & Oct.	New York.	1908	68	1st Mortgage, (D. & M.R.R.)....	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage skg fund.....	3,747,000	7	Feb. & Aug.	" "	1909	28	2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	" "	'93-'95	68	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Mort. (")	344,400	7	Jan. & July.	" "	" "	" "	2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
Income conv. (")	2,554,000	7	Feb. & Aug.	" "	1890	....	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	" "	" "	1890	....	2d Mort. (")	100,000	7	Jan. & Ju y.	" "	1878	....
1st M., s.f. (")	39,650	7	May & Nov.	" "	1896	....	3d Mort. (")	250,000	8	Feb. & Aug.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
2d Mort. (")	821,000	10	May & Nov.	" "	1904	....	Bonds of June 30, 1866.....	1,702,317	6-7	Jan. & July.	" "	1886	....
1st M. (Col. & Ind.) 1st & 2d pref.	109,500	7	" "	" "	1883	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mortgage (Ind. Central).....	693,500	7	" "	" "	1882	....	1st Mortgage Aug. 1, 1866.....	924,000	7	Feb. & Aug.	New York.	1876	101 1/2
1st Mort. (Tol. Logansp't & Bur.)	554,500	7	Feb. & Aug.	" "	1884	....	Dixon, Peoria and Hannibal:						
Income (")	74,024	7	" "	" "	" "	....	1st Mort., guar. by C., B. and Q.	800,000	8	Jan. & July.	New York.	1889	102
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1905	....	Dubuque and Sioux City:						
Columbus, Springfield and Cin.:							1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	....
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	Dubuque Southwestern:						
Columbus and Hocking Valley:							1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	" "	1880	....	Dunkirk, Allegheny Val. & Pittab.						
General Mortgage.....	469,100	7	" "	" "	1892	....	1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Columbus and Xenia:							Dutchess and Columbia:						
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
Connecticut and Passumpsic Riv.:							East Alabama and Cincinnati:						
New Mortgage for \$1,500,000....	693,500	7	April & Oct.	Boston.	1893	96	1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	" "	1890	....
1st Mortgage sinking fund.....	296,500	6	June & Dec.	" "	1876	....	East Brandywine & Waynesboro:						
Coupon Notes.....	634,000	7	" "	" "	'76-'81	97	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	" "	1876	96	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	102
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	93
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
1st Mortgage tax free.....	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Company Bonds (E.T. & Ga., old)	635,000	6	Jan. and July.	" "	'80-'85	....
Connecting (Philadelphia):							Company Bonds (" new)	135,400	6	" "	" "	1876	....
1st Mort. ABCD & E \$200,000 each	931,000	6	March & Sept.	Philadelphia.	1234.	91	Eastern (Mass.):						
Cooperstown and Susq. Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	Loan of 1865-'85.....	160,000	6	April & Oct.	" "	1885	....
Cowanesque Valley:							Loan of 1867-'87.....	890,000	7	March & Sept.	" "	1887	92 1/2
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....	Loan of 1868-'88.....	1,000,000	6	March & Sept.	" "	1888	....
2d Mortgage.....	100,000	7	May & Nov.	" "	1882	....	Loan of 1869-'89.....	500,000	6	May & Nov.	" "	1889	....
Cumberland & Penn. (Consol. Coal):							Loan of 1872-'82.....	1,555,000	7	various.	" "	1882	89 1/2
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Loan of 1873-'83.....	878,900	6	March & Sept.	" "	1883	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....	New Bonds.....	1,000,000	7	" "	" "	1892	....
Cumberland Valley:							Sterling Sink. Fd. Bonds.....	3,000,000	6*	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Eastern Shore (Md.):						
2d Mortgage.....	109,500	8	" "	" "	1908	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Plain bonds.....	81,800	6	" "	" "	1884	....	2d Mortgage.....	200,000	6	April & Oct.	" "	1886	....
Danbury and Norwalk:							Elizabethtown and Paducah:						
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1870-'72.....	400,000	7	" "	" "	'90-'92	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	98 1/2
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed ..	570,000	5	April & Oct.	" "	2862	60
2d Mortgage.....	300,000	7	" "	" "	1885	....	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage.....	2,455,000	7	May & Nov.	New York.	1897	104
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....	2d Mortgage convertible.....	2,174,000	7	March & Sept.	" "	1879	101 1/2
Davenport and St. Paul:							3d Mortgage.....	4,582,000	7	" "	" "	1883	100 1/2
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....	4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	97
Dayton and Michigan (C.H. & D.):							5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	98
1st Mortgage sinking fund guar.	1,885,000	7	Jan. & July.	New York.	1884	....	Buffalo Branch, 1st mortgage....	182,000	7	Jan. & July.	" "	1891	....
2d Mortgage, guar.....	441,000	7	March & Sept.	" "	1887	....	Sterling loan (\$1,000,000) conv.	4,550,000	6*	March & Sept.	London.	1875	....
3d Mortgage, guar.....	356,000	7	April & Oct.	" "	1888	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7*	" "	NY & London.	1920	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'81-'94	....	2d Consol. Mort. for \$40,000,000.	15,000,000	7*	June and Dec.	London.	1894	....
Dayton and Union:							Long Dock Co's Mortgage.....	3,000,000	7	" "	New York.	1893	101 1/2
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Convertible bonds.....	10,000,000	7*	April & Oct.	London.	1903	....
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....	Erie and Pittsburg (Penn.):						
Income Bonds.....	252,445	6	" "	" "	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
Dayton and Western (L. M. R.R.):							2d Mortgage.....	92,800	7	April & Oct.	" "	1890	....
1st Mortgage (assumed).....	189,000	7	Jan. & July.	New York.	1895	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	....
1st Mortgage (")	463,000	6	" "	" "	1895	....	Equipment Mortgage.....	750,000	7	April & Oct.	" "	1890	....
Decatur, Sullivan and Mattoon:							European & N. American (Me.):						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
Delaware (P. W. and Balt.):							1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	104
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	101½
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	50
1st Mort. (Central of L. I.)	1,000,000	7	"	"	"	....	Illinois Central:						
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	"	1901	....	Construction bonds, cur. skg f.d.	2,742,000	7	April & Oct.	New York.	1875	100½
1st Mort. (North Shore)	135,000	7	Feb. & Aug.	"	1887	....	Construction bonds, coin.....	332,000	6*	"	N. Y. & Lond.	1875	....
Sterling Loan.....	1,500,000	6*	"	London.	"	"	Redemption bonds, currency....	2,500,000	6	"	New York.	1890	....
Fonda, Johnston & Gloversville:							Redemption bonds, sterling....	7,500,000	6*	"	London.	1875	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Sterling Bonds, Sinking Fund..	5,000,000	5*	"	"	1903	....
Fort Wayne, Jackson & Saginaw:							Illinois Grand Trunk (C. B. & Q.)						
1st Mortgage, traffic guarantee..	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage guaranteed.....	960,000	8	April & Oct.	Boston.	1890	104
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indiana and Illinois Central:						
Fort Wayne, Muncie & Cin.:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	Indiana North and South:						
2d Mortgage.....	500,000	8	"	"	1893	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Framingham and Lowell:							Indianapolis, Blooming. & West:						
1st Mortgage.....	500,000	7	May & Nov.	Boston.	1891	89½	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	40
Frederick and Pennsylvania Line:							1st Mortgage Extension gold...	2,010,000	7*	Jan. & July.	"	1912	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	2d Mortgage.....	1,500,000	8	"	"	1890	....
Fremont, Elkhorn & Mo. (S.C. & P.)							Indianapolis and Madison:						
1st Mortgage.....	600,000	7	April & Oct.	"	1901	....	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
Galena & Chic. Union (C. & N. W.):							Indianapolis & Vincennes:						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	105	1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage.....	948,000	7	May & Nov.	"	1875	101½	2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	"	1900	....
Galv., Harrisburg & San Antonio:							International and Gt. Northern:						
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	1st Mortgage r.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	72½
Galveston, Houston & Henderson:							Convertible B'ds ("")	1,473,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	....	1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	....
Geneva, Ithaca and Athens:							Convert. B'ds ("")	1,677,000	8	Feb. & Aug.	"	1892	....
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....	Indianapolis, Cin. and Lafayette:						
Georgia (and Banking):							1st Mortgage (Ind. & Cin.) of 1888	1,600,000	7	April & Oct.	New York.	1888	....
Company bonds (debentures)...	608,000	7	Jan. & July.	Augusta	'74-'90	....	1st Mortgage (I. C. & L. F.) of 1867	2,792,000	7	Feb. & Aug.	"	1897	....
Gilman, Clinton & Springfield:							1st Mortgage ("") of 1869	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	1st Mortgage (Cin. & Indiana)	499,000	7	"	"	1882	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	2d Mort. guar. ("")	1,496,000	7	Jan. & July.	"	'77-'87	....
Goshen and Deckertown (Erie):							Indianapolis and St. Louis:						
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
Grand Rapids & Indiana:							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	....	1st Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
1st Mort. L. G. not guar. gold...	3,224,000	7*	April & Oct.	"	1899	....	2d Mortgage.....	375,000	10	Jan. & July.	"	1900	....
Grand River Valley (Mich. C.):							Equipment Mortgage.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessees....	1,500,000	8	Jan. & July.	New York.	1886	95½	1st Mortgage traffic guar.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	91½	Iowa Falls and Sioux City:						
Grand Trunk (Can.):							1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equip'mt Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	87
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Ironton (Penn.):						
1st Preference Bonds \$3,218,149	16,090,745	6*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds \$7,163,910	35,819,550	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	....
Provincial Debenture \$3,111,500	15,557,500	....	"	Ottawa.	....	....	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage guar.....	1,450,000	8	Jan. & July.	New York.	1885	93½
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	848,000	8	May & Nov.	"	1890	....
Mortgage Bonds \$547,000.....	2,735,000	6½	April & Oct.	"	'77-'78	....	2d Mortgage guar.....	289,000	8	March & Sept.	"	1878	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	18,000 p.m.	8	"	"	1891	94½
Debenture Bonds \$1,743,160...	8,715,800	5	Jan. & July.	"	Perp.	....	Jacksonville, South West & S. East:						
Great Western Railway of 1859:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1912	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	81	Jacksonville, Pensac. and Mobile:						
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	60	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Green Bay and Minnesota:							2d Mortgage.....	3,000,000	8	"	"	1890	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	James' & Frank. (L.S. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	468,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed.....	376,766	7	"	"	'81-'86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	....
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. ("")	84,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							1st Mort. (Carbondale Section)..	2,000,000	7	"	"	1893	....
1st Mortgage (Construction).....	1,386,000	7*	Jan. & July.	"	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T. W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	....	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
Hannibal & Cent. Mo. (T. W. & W.)							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	....	1st Mortgage.....	300,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	....	1st Mortgage (Ridgfield Park).	300,000	7	May & Nov.	"	1912	....
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'77-'94	....	1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	....
Missouri State Loan.....	1,500,000	6	"	"	'87-'88	....	Junction, Philadelphia:						
Fifteen years' bonds (277 m.)...	2,714,000	8	March & Sept.	"	1885	89½	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	94½
1st Mort. (Q. & Palm. R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	90
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	....	Kalamazoo, Allegan & Gr. Rapids:						
Harlem Extension:							1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	94½
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	Kalamazoo and Schoolcraft:						
Harrisburg & Lancaster:							1st Mort. assumed by L.S. & M. S.	100,000	8	Jan. & July.	New York.	1887	....
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	101½	Kalamazoo, & S. Haven (M. Cen.):						
Hartford, Providence and Fishkill:							1st Mortgage guar. by lessees....	640,000	8	May & Nov.	New York.	1889	

AMERICAN RAILROAD BOND LIST.

* An Asterisk (*) fixed to rate of interest signifies "Payable in Coln."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
Kansas Pacific:							Louisville, Cin. and Lexington:							
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky...	\$ 74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold.	4,063,000	6*	June & Dec.	"	1898	....	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	"	1897	....
1st M. (3d Div. 244.66 m. & 3,000,000 a.)	6,432,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000	878,000	8	April & Oct.	"	"	1900	....
1st Mort. (1,000,000 acres) gold.	246,000	7*	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan	100,000	6	Jan. & July.	"	"	1881	....
2d Mort. (") gold.	1,751,750	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankl't)	39,000	6	"	"	"	73-75	....
1st Mort. (Leavenworth Branch)	1,500,000	7*	March & Sept.	N. Y. & St. Lo.	1896	....	1st Mort. (Louisv., Cin. and Lex.)	21,000	8	April & Oct.	"	"	1902	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	May & Nov.	U. S. Trans.	95-97	....	1st Mortgage (Shelby R. R.)	85,500	8	June & Dec.	"	"	1881	....
3d Mortgage (Income)	4,275,356	7	March & Sept.	N. Y. L. & F.	1916	....	Louisville and Nashville:							
Kent County (Del.)							1st Mortgage (main line 185 m.)	326,000	7	Jan. & July.	New York.	1876	....
1st Mortgage for \$600,000	400,000	6	Jan. & July.	Philadelph.	1880	....	1st Mortgage (Memph Br. 46.37 m.)	96,000	7	May & Nov.	Louisville.	1875	....
Kentucky Central:							1st Mort. (Leb. Br. Ext. 73.2 m.)	88,000	7	"	"	"	80-85	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	New York.	1901	....
3d Mortgage	237,000	7	June & Dec.	"	1885	....	1st Mort. (Memph. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	"	1902	....
Kentucky and Great Eastern:							Consol. M. for \$5,000,000 (392 m.)	6,814,000	7	April & Oct.	"	"	1898	89
Bonds for \$2,260,000	15,000pm	7*	Feb. & Aug.	New York.	1892	....	Louisville Loan	849,006	6	"	"	"	86-87	....
Keokuk and Des Moines:							Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	"	1886	....
1st Mortgage	2,300,000	7	April & Oct.	New York.	1904	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	....
Funded Interest	258,720	8	"	"	1884	....	Louisv., N. Al. & St. Lo. Air-Line:							
Keokuk and St. Paul (C.B. & Q.):							1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....	Macon and Augusta:							
La Crosse, Trempealeau & Prescott:							1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage not endorsed	100,000	7	"	"	"	1887	....
La. Bloom. & Miss. (T.W. & W.):							Construct. Mort. end by Ga. R.R.	370,000	7	"	"	"	1879	....
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....	Macon and Brunswick:							
La. Muncie & Bloom. (T.W. & W.):							1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....	1st Mort. " "	600,000	7	May & Nov.	"	"	1900	....
Lake Erie and Louisville:							2d Mortgage	1,100,000	7	April & Oct.	"	"	1889	....
1st Mortgage	300,000	7	April & Oct.	New York.	1892	....	Equipment Mortgage	150,000	7	"	"	"	1879	....
2d Mortgage	51,000	7	Jan. & July.	"	1902	....	Madison and Portage:							
Lake Ontario Shore:							1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
1st Mortgage (\$20,000 pr. m.)	1,438,200	7*	Jan. & July.	New York.	1897	....	Maine Central:							
Lake Shore & Michigan South'n:							Consolidated Mortgage	545,800	7*	April & Oct.	Boston.	1912	....
Sinking Fund Mortgage	1,600,000	7	April & Oct.	New York.	1879	....	\$1,100,000 Loan, tax free	756,850	7*	Jan. & July.	"	"	1898	91
Consol. Mort., S.F., Registered	4,250,007	7	J. A. J. & O.	"	1900	101	Extension (gold) Loan	496,800	6	April & Oct.	"	"	1900	....
Consol. Mort., S.F., Coupon	1,204,000	7	Jan. & July.	"	1900	103	1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....
2d Consol. Mort. for \$25,000,000	.....	7	June & Dec.	"	1903	92	\$1,100,000 (A. & Ken.) Loan	1,100,000	6	Jan. and July.	Boston.	90-91	....
Bonds of 1892 (Reg. & Coupon)	5,205,000	7	April & Oct.	"	1882	....	1st Mortgage (Ken. & Portland)	217,300	6	April & Oct.	Augusta.	1885	....
Lake Shore Dividend Bonds:							Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	....
1st Mort. (Clev. Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	104	2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	"	1876	....
2d Mort. (")	1,000,000	7	April & Oct.	"	1892	104	1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	"	1901	....
1st Mort. (Mich. So. & Nor. Ind.)	5,253,000	7	May & Nov.	"	1885	104	Bath (Androscoogin) Loan	425,000	6	"	"	"	1891	....
2d Mort. (")	2,692,000	7	"	"	1877	100	Mansfield & Framing. (B.C. & F.):							
1st Mort. (Cleveland & Toledo)	1,593,000	7	Jan. & July.	"	1885	106	1st Mortgage, guaranteed	300,000	7	Jan. & July.	Boston.	1880	88	
2d Mort. (")	860,000	7	April & Oct.	"	1886	100	Marietta and Cincinnati:							
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (")	300,000	7	March & Sept.	"	1886	....	1st Mortgage Dollar	2,450,000	7	"	Baltimore.	1891	107	
Mort. Bonds (")	3,000,000	7	April & Oct.	"	1898	100	2d Mortgage Dollar	2,500,000	7	May & Nov.	"	"	1896	95
1st M. (Detrit., Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	104	3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	"	1890	78
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	....	4th Mortgage	2,004,000	8	April & Oct.	"	"	1908	....
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	"	1896	....
1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....	Marietta and Pittsburg:							
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	94	1st Mortgage gold	1,500,000	7*	Feb. & Aug.	New York.	1895	....
1st M. (Jamestown & Franklin)	468,000	7	"	"	1888	....	Marquette, Houghton & Ontonagon							
2d M. (")	500,000	7	June & Dec.	"	1894	....	Income bonds (Bay de N. & M.)	150,000	8	Jun. & Dec.	New York.	1875	....
Lake Shore & Tuscarawas Valley:							1st Mortgage (Marq. & Ont.)	1,760,000	8	"	"	"	1892	....
1st Mortgage gold	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	"	1892	....
2d Mortgage	696,000	7	"	"	1892	....	Consolidated Mortgage	1,454,000	8-10	Various.	"	"	92-03	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Massachusetts Valley (C. & P. R.):							
Lake Superior & Mississippi:							1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1876	90	
1st Mort. skg fund gold tax free	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph	1900	43	Maryland and Delaware:							
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	1st Mortgage	850,000	6	May & Nov.	Boston.	1885	....
Income Bonds	3,147,000	10	"	"	1902	....	2d Mortgage	150,000	6	June & Dec.	"	"	1889	....
Lawrence (P. Ft. W. & Chi.):							Massillon & Clev. (C.M. V. & D.)							
1st Mortgage, guaranteed	355,000	7	Feb. & Aug.	New York.	1895	....	1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Leavenworth, Atch. & N. West'n							Maysville and Lexington:							
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899	....	1st Mortgage	600,000	7*	Jan. & July.	New York.	1890	....
Leaven. Lawrence & Galveston:							Memphis and Charleston:							
1st Mort. skg fund conv. gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....	1st Mortgage, Convertible	1,283,000	7	March & Sept.	New York.	1880	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	2d Mortgage	1,000,000	7	Jan. & July.	"	"	1885	....
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891	....	Tennessee State Loan	1,314,142	6	"	"	"	....	....
Lehigh and Lackawanna:							Income Bonds	600,000	10	March & Sept.	"	"	73-76	....
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Memphis and Little Rock:							
Lehigh Valley:							1st Mortgage (Land Grant)	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage (new loan)	4,875,000	6	June & Dec.	Philadelphia.	1898	101	2d Mortgage	1,000,000	8	"	"	"	....	....
2d Mortgage for \$6,000,000	6,000,000	7	March & Sept.	"	1910	107	Michigan Air Line (Mich. Cent.):							
General Mort. for \$40,000,000	5,000,000	6*	June & Dec.	London.	1923	....	1st Mort. (E. Div.) assumed	200,000	8	May and Nov.	New York.	1890	98	
Lewist. Centre & Spruce C. (P. & E.):							Michigan Central:							
1st Mortgage	1,545,000	7	May & Nov.	Philadelphia.	1902	....	1st Mortgage, convertible	556,000	8	April & Oct.	Boston.	1882	....
Lexington & St. Louis (A. & P.):							1st Mortgage sinking fund conv.	2,179,000	8	"	"	"	1882	111
1st Mortgage gold	1,000,000	6*	June & Dec.	New York.	1899	....	Consol. Mortgage for \$10,000,000							

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (L. Sup. & M.): 1st Mortgage gold, guaranteed.	700,000	7*	Jan. & July.	New York.	1911	....	N.O. Jack. & Gt. N. (N.O. St. L. & C.): 1st Mortgage.	3,000,000	8	Jan. & July.	New York.	1888	....
Minnesota and North Western: 1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	D. troit.	1890	....	2d Mortgage for \$3,000,000.	1,500,000	8	April & Oct.	"	1890	....
Mississippi Cent. (N.O. St. L. & Chi.): 1st Mortgage.	1,012,500	7	May & Nov.	New York.	'74-'84	....	Consol. Mort. for \$3,000,000.	3,000,000	7*	Jan. & July.	"	1912	....
2d Mortgage.	2,000,000	8	Feb. & Aug.	"	1886	....	New Orleans, Mobile and Texas: 1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
General Mort. for \$8,000,000 gold.	3,707,500	7*	May & Nov.	"	1912	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	"	1915	....
Mississippi, Ouachita & Red Riv.: 1st Mortgage gold.	2,840,000	7*	Jan. & July.	.....	1900	....	2d Mort. endorsed by Louisiana	2,825,000	8	"	"	1915	....
Mississippi and Tennessee: 1st Mortgage.	600,000	7	April & Oct.	Memphis.	1876	....	New York, Boston and Montreal: 1st Mortgage for \$12,250,000.	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
Consolidated Mortgage.	1,254,000	8	Jan. & July.	"	'81-'93	....	New York & Canada (D. & H. C.): 1st Mort. for \$200,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
Tennessee State Loan.	430,547	6	.....	"	.....	....	New York Central & Hudson R.: Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov.	New York.	1883	99
Mississippi Valley and Western: 1st Mortgage \$20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for debts as sm'd (N.Y.C.)	1,514,000	7	Feb. & Aug.	"	1876	102
Missouri, Iowa and Nebraska: 1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds for B. & N. F. stk (")	74,500	6	May & Nov.	"	1883	98
Missouri, Kansas and Texas: 1st Mort. (U. Pac. S. B. R.) skg fund	3,222,000	6*	Jan. & July.	New York.	1899	....	Bonds for R. R. Stocks (")	692,000	6	"	"	1883	91
1st Mort. (Tebu & Neasho) S. F.	362,000	7*	June & Dec.	"	1903	....	Bonds for Real Estate (")	162,000	6	"	"	1883	98
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	....	Bonds of 1864 renewed (")	2,431,000	6	June & Dec.	"	1887	99
Additional Consol. Mort.	2,500,000	7	"	"	1905	....	2d Mort. (Hudson River) S. F.	1,794,000	7	"	"	1885	108
Further Ad. Consol. Mort.	600,000	7	"	"	1905	....	3d Mort. (")	159,000	7	May & Nov.	"	1875	....
Missouri River, Pt. Scott & Gulf: 1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	50	Bonds of 1871, tax free.	1,950,000	7	April & Oct.	"	1891	....
2d Mortgage.	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	1st Mort. coup. for \$300,000	3,904,000	7	Jan. & July.	"	1903	112
Mobile and Girard: 1st Mortgage.	377,500	7	Jan. & July.	Savannah.	1876	....	1st Mort. reg'd	9,733,333	6*	"	London.	1903	115
2d Mortgage.	300,000	8	"	New York.	1889	....	New York and Harlem: Consolidated Mortgage of 1863.	103,000	6	Feb. & Aug.	New York.	1893	....
Mobile and Montgomery: 1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	"	1881	....
2d Mortgage.	800,000	8	"	"	1900	....	Consolidated Mort. of 1872.	6,822,000	7	May & Nov.	"	1900	109
Mobile and Ohio: 1st Mortgage Sterling.	5,732,000	6*	May & Nov.	Mob. & Lond.	1883	....	N. York, Housatonic & Northern: 1st Mortgage.	240,000	7*	April & Oct.	New York.	1902	....
Interest bonds.	1,532,000	8	"	"	'76-'83	....	New York, Kingston & Syracuse: 1st Mort. for \$4,000,000.	2,500,000	7*	Jan. & July.	New York.	1902	....
Sterling Interest bonds.	769,920	6*	"	London.	1883	....	New York, N. Haven & Hartford: 1st Mort. (N. Y. and N. Haven)	1,059,500	6	April & Oct.	New York.	1875	100
Tennessee Subsidy Bonds.	1,686,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	1st Mort. (Harlem & Portchester)	1,000,000	7	"	"	1903	....
Special Mort. (Gainesville Br'h)	63,000	8	May & Nov.	Mobile.	.....	....	New York and Oswego Midland: 1st Mortgage gold, tax free.	8,000,000	7*	Jan. & July.	New York.	1904	....
2d Mortgage.	1,453,568	8	March.	"	1877	....	2d Mortgage convertible.	2,500,000	7*	May & Nov.	"	1895	....
Consol. Mort. for \$15,000,000.	7*	Jan. & July.	N.Y. & Lond.	1904	....	....	2d Mortgage non-convertible.	1,500,000	7	"	"	1896	....
Convertible 3 per cent. bonds.	847,976	8	M. J. S. & D.	New York.	.....	....	3d Mort., Equipment.	3,800,000	7	"	"	....	....
Montclair (N. Y. and O. Mid.): 1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....	1st Mort., (West. Extension).	2,425,000	7	"	"	....	....
2d Mortgage.	780,000	7	"	"	....	....	Consolidated Mortgage.	1,200,000	7	"	"	....	....
Income Mortgage.	888,400	7	"	"	....	....	New York, Providence & Boston: 1st Mortgage.	76,000	6	Feb. & Aug.	New York.	1878	....
Montgomery and Erie (Erie): 1st Mortgage.	127,000	7	May & Nov.	New York.	1888	....	Improvement Bonds.	10,000	7	Jan. & July.	"	1876	....
2d	47,000	7	April & Oct.	"	1887	....	Extension Bonds.	250,000	6	May & Nov.	"	'78-'81	....
Montgomery and Eufaula: 1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	General Mort. for \$1,000,000.	827,000	7	Jan. & July.	"	1899	....
1st Mortgage not endorsed	330,000	8	June and Dec.	"	1900	....	Norfolk & Petersburg (A. M. & O.): 1st Mortgage.	306,000	8	Jan. & July.	New York.	1877	....
Monticello and Port Jervis: 1st Mortgage gold, tax free.	500,000	7*	J. A. J. & O.	New York.	1890	....	2d Mortgage.	157,000	7	"	"	1877	....
Morris and Essex (D. L. & W.): 1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	108 1/2	2d Mortgage.	468,000	8	"	Norfolk.	1893	....
2d Mortgage guar.	2,000,000	7	Feb. & Aug.	"	1891	105 1/2	North Carolina: 1st Mortgage.	375,000	8	May & Nov.	Co's Shops, NC.	1878	....
Convertible bonds.	353,000	7	Jan. & July.	"	1900	95	2d Mortgage.	820,000	8	March & Sept.	Charleston.	1890	....
Construction bonds of 1871.	640,000	7	April & Oct.	"	1889	101 1/2	North Missouri (St. L., K. C. & N.): 1st Mortgage.	225,500	8	"	"	1899	....
General Mortgage.	2,975,000	7	"	"	1901	....	2d Mortgage.	6,000,000	7	Jan. & July.	New York.	1895	8 1/2
Special	1,029,000	7	"	"	....	....	North Pennsylvania: 1st Mortgage.	2,159,500	6	Jan. & July.	Philadelphia.	1885	100
Nashville, Chattanooga & St. Louis: 1st Mort., endorsed by Tenn.	1,450,000	6	Jan. & July.	New York.	'74-'83	82 1/2	2d Mortgage.	1,500,000	7	May & Nov.	"	1896	100
2d Mort. (Government Subsidy)	1,000,000	4	"	"	'81-'91	....	Chattel Mortgage.	300,000	10	April & Oct.	"	1877	100
New Mortgage.	5,800,000	7	"	"	1913	....	General Mortgage.	436,500	7	Jan. & July.	"	1903	....
Nashville and Decatur (L. & Nash.): 1st Mortgage sinking fund, guar.	2,100,000	6	Jan. & July.	New York.	1900	....	North Shore (Flush., N.S. & Cent.): 1st Mortgage.	155,000	6	Feb. & Aug.	New York.	1887	....
2d Mortgage gold.	500,000	6*	April & Oct.	Nashville.	1887	....	Northern Central: 1st Mortgage, Md. State loan.	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
Naugatuck: 1st Mortgage.	103,000	7	Jan. & July.	Bridgeport.	1876	....	2d Mortgage Coupon.	2,500,000	6	Jan. & July.	Baltimore.	1885	9 1/2
Newark & New York (C. of N.J.): 1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....	3d Mortgage Coupon.	1,228,000	6	April & Oct.	Phila. & Balt.	1900	9 1/2
Newark, Somerset & Straitville: 1st Mortgage gold.	800,000	7*	May & Nov.	New York.	1889	....	3d Mort. (York & Cumb.) guar.	500,000	7	Jan. & July.	Baltimore.	1877	9
New Bedford: 1st Mort. (New Bed. & Taunton)	172,500	6	Jan. & July.	Boston.	1881	....	Income Mortgage conv.	1,000,000	7	April & Oct.	Harrisburg.	1880	....
New Issue for \$360,000.	350,000	7	"	"	1894	103 1/2	Income Mort. coupon.	3,000,000	7	Jan. & July.	"	1922	....
Newburyport: 1st Mortgage.	300,000	....	....	....	....	....	Consol. Mort. coupon.	2,520,000	6*	"	Baltimore.	1900	9
New Haven and Derby: 1st Mortgage.	525,000	7	Various.	New Haven.	'98-'00	....	Consol. Mort. registered.	208,000	6*	April & Oct.	"	1900	....
New H., Middle't'n & Willman: 1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....	Consol. Mort. S. F.	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
2d Mortgage.	880,000	7	"	"	1881	....	Northern New Jersey (Erie): 1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey City.	1878	....
New Haven and Northampton: 1st Mortgage.	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Northern Pacific: 1st Mort. on R.R. & lands gold.	30,000,000	7 1/2	Jan. & July.	New York.	1900	2
Convertible bonds, tax free.	750,000	6	April & Oct.	"	'80-'82	....	Northwestern Virginia: 3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	9
Holyoke and Westfield bonds.	200,000	7	"	"	1891	....	Northwestern Union (C. & N.W.): 1st Mortgage.	3,500,000	7*	"	New York.	....	....
New Jersey Midland (N.Y. & O.M.): 1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....	1st Mort. Mass. Loan, skg. fd.	400,000	6	Jan. & July.	Boston.	1877	....
2d Mortgage.	1,500,000	7	"	"	1881	....	Construction Bonds.	150,000	7	"	"	1877	....
New Jersey and New York: 1st Mortgage.	500,000	7*	March & Sept.	N.Y. or Lond.	1893	....	Nyack and Northern: 1st Mortgage.	150,000	7	Jan. & July.	New York.	1890	....
New Jersey Southern: 1st Mortgage.	2,000,000	7	May & Nov.	New York.	1889	30	Ogdensburg and Lake Champlain: Equipment Mortgage.	370,000	8	Jan. & July.	Boston.	1878	....
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....	Equipment Mortgage.	200,000	8	"	"	1879	....
2d Mortgage.	1,000,000	7	March & Sept.	"	1881	....	Sinking Fund Bonds.	468,000	8	March & Sept.	"	1890	....
Consol. Mort. for \$7,000,000.	5,300,000	7	April & Oct.	"	1903	....	Ohio and Mississippi: Consolidated Mort. Bonds.	3,067,000	7	Jan. & July.	New York.	1898	....
Income Mortgage.	750,000	7	"	"	1881	....	Consolidated S. F. Mortgage.	3,556,000	7	"	"	1898	....
New Jersey West Line: 1st Mort. gold, for \$3,000,000.	3,000,000	7*	May & Nov.	New York.	1900	....	Consolidated Mort., Sterling	112,000	7*	"	London.	1898	....
New London Northern (Cen. Vt.): 1st Mortgage.	300,000	6	April & Oct.	New York.	1885	....	2d Consol. Mort. & S. F. Bonds.	3,672,000	7	April & Oct.	New York.	1911	....
2d Mortgage.	500,000	7	"	"	1892	....	Income and Funded Debt Bonds	174,000	7	"	New York.	1882	....
							Debenture Sinking Fund Bonds	180,000	7	May & Nov.	New York.	1883	....
							At Creek and Allegheny River: 1st Mortgage (J. C. R. R.)	590,000	7	Feb. & Aug.	Philadelphia.	1896	....
							1st Mort. (Warren & Franklin).	1,500,000	7	April & Oct.	"	1882	....
							1st Mort. (Union & Titusville).	500,000	7	Jan. & July.	"	1890	....
							Consolidated Mortgage.	1,100,000	7	May & Nov.	"	1889

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:	\$						Philadelphia, Wilmington & Balt.:	\$					
Plain Bonds	1,000,000	4	March & Sept.	Boston.	1876	99 1/2	Mortgage Loan, convertible	318,500	6	Jan. & July.	Phila. & Bost.	1884	96 1/2
Plain Bonds	32,000	5	"	"	1884	"	Loan of 1866	400,000	6	April & Oct.	"	1876	"
Plain Bonds	458,000	6	April & Oct.	"	1875	99 1/2	Loan of 1867	1,000,000	6	"	"	1887	"
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101 1/2	Loan of 1872	500,000	6	"	"	1892	"
New Bonds for \$3,000,000.	1,192,000	7	March & Sept.	"	1894	105	Pickering Valley (Phila. & Rdg):						
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	"	1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	....
Omaha and Northwestern:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. Land Grant, Gold	16,000 pm	7.3*	Jan. & July.	New York.	1901	....	1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
Omaha and Southwestern:							1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	79 1/2
1st Mortgage \$20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	85	2d Mortgage	5,000,000	7	April & Oct.	Philadelphia.	1913	....
Orange, Alex. and Martinsburg							Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	"	1900	75
See Wash. C., Va. Mid. & Gt. So.							Pittsburg, Ft. Wayne & Chicago:						
Oregon and California:							1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	107
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	....	....	1st Mortgage (Series B)	875,000	7	Feb. & Aug.	"	1912	....
Oregon Valley & Southern Kansas:							1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
Oshkosh & Miss. (C. M. & S. P.):							1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	....
Oswego and Rome (R. W. & O.):							2d Mortgage (Series G)	860,000	7	Jan. & July.	"	1912	103
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	....
Income Mortgage	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	....
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series J)	860,000	7	April & Oct.	"	1912	....
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series K)	860,000	7	May & Nov.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series L)	860,000	7	June & Dec.	"	1912	....
1st Mortgage guar. by C. B. & Q.	1,194,000	8	Jan. & July.	N. Y. & Bost.	1900	99	2d Mortgage (Series M)	860,000	7	April & Oct.	"	1912	100
Owensboro' and Russellville:							3d Mortgage	2,000,000	7	Jan. & July.	Philadelphia.	1876	....
1st Mortgage for \$1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....	Bridge (O. & P. R. R.) bonds	111,000	7	May & Nov.	New York.	1877	....
Pacific of Missouri (Atl. & Pac.):							Construction bonds of Jan. 1, '70	100,000	8	Jan. & July.	"	1877	....
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	92	Equipment bonds	1,000,000	8	March & Sept.	"	1879	....
2d Mortgage sinking fund	2,873,000	7	Jan. & July.	"	1891	81 1/2	Pittsburg, Va. and Charleston:						
Income Bonds	1,154,600	7	"	"	1892	....	1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
St. Louis County Debt	700,800	7	Monthly.	St. Louis.	1886	....	Pittsburg, Wash'gton & Baltimore:						
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....	1st Mort. (Pittsb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	82
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	"	1893	72	2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Leav. Atch. & N. W.)	500,000	7	"	"	1889	....	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mort. (Lex. & St. Louis) gold	900,000	6*	Jan. & July.	"	1887	....	Real Estate Mortgage	100,000	6	"	Baltimore.	1883	....
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....	1st Mortgage for \$3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Panama:							Port Huron and Lake Michigan:						
General Mortgage, stg £597,800.	2,889,330	7*	April & Oct.	London.	1897	....	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1890	....
Paris and Decatur:							Portland & Ogdensb. (Me. & N. H.):						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Paterson and Newark (Erie):							Consol. Mort. gold, for \$3,300,000	3,300,000	6*	May & Nov.	"	1901	....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....	Portland and Ogdensburg (Vt.):						
Pekin, Linc. & Decatur (T. W. & W.):							1st Mortgage gold, for \$2,300,000	2,300,000	6*	May & Nov.	N. Y. & Bost.	1891	....
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	....	Portland and Oxford Central:						
Pemberton & Hights (U. C. of N. J.):							1st Mortgage of 1883	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....	Portland and Rochester:						
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N. Y. or Lond.	1899	....	1st Mortgage (equal lien)	357,000	7	April & Oct.	"	1887	....
1st Mortgage gold (S. F.) 2d series	978,000	7*	"	"	1900	....	2d Mort. (Portland Loan)	350,000	7	Mar. & Sept.	"	1891	....
Pennsylvania:							Port Royal (S. C.):						
1st Mort. (Harri-b'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	101 1/2	1st Mortgage gold, skg fd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
2d Mort. (")	2,583,600	6	April & Oct.	"	1875	101	1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	"	"	1889	....
2d Mort. (")	2,282,240	6*	"	"	1875	....	Portsmouth, Gt. Falls & Conway:						
General Mortgage (coup. & reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	95	1st Mort., guar. by E. Stern R. R.	470,000	7	June and Dec.	Boston.	1893	....
Consolidated Mortgage	8,245,000	6*	Jan. & July.	London.	1905	....	Poughkeepsie and Eastern:						
State lien for \$7,500,000, skg fd	5,401,675	5	April & Oct.	Philadelphia.	1874-90	....	1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
Pennsylvania and Delaware:							2d Mortgage	78,000	7	"	"	....	....
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....	Providence and Worcester:						
Income Mortgage	3,000,000	7	April & Oct.	"	1891	....	1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
Pennsylvania & New York (L. V.):							Stoughton Branch bonds	1,000,000	6	"	"	....	....
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	104	Quincy, Alton and St. Louis:						
1st Mortgage guaranteed	1,500,000	7	"	"	1906	....	1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Peoria & Bureau Val (C. R. I. & P.):							Quincy and Palmyra:						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....	1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Peoria & Hannibal (C. B. & Q.):							Quincy and Toledo (T. W. & W.):						
1st Mortgage, traffic guarantee	590,000	8	Jan. & July.	Boston.	1878	....	1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	50
Peoria, Pekin and Jacksonville:							Quincy & Warsaw (C. B. & Q.):						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....	1st Mortgage, guaranteed	770,000	8	Jan. & July.	Boston.	1890	....
2d Mort. conv. & tax free	1,000,000	7	April & Oct.	"	1900	....	Reading and Columbia (P. & R.):						
Peoria and Rock Island:							1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	....
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N. Y. & Lond.	1900	....	2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
1st Mortgage	150,000	10	Jan. & July.	New York.	1900	....	Rensselaer and Saratoga:						
Perkiomen (Phila. and Rdg):							2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	106
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	90	3d Mortgage	150,000	7	"	"	1887	....
Petersburg:							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
1st Mortgage (Installments)	341,500	8	Jan. & July.	New York.	1879-93	....	1st Mort. (Troy, Salers & Rutl.)	500,000	7	May and Nov.	"	1890	....
2d Mortgage	500,000	8	"	"	1902	....	1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	"	1894	....
Philadelphia and Baltimore Cent.:							Consol. Mort. for \$2,000,000	1,925,000	7	May and Nov.	"	1921	....
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Richmond and Danville:						
1st Mortgage (Md. Div. 94 m.)	300,000	6	"	"	1891	....	Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900	....	Virginia State guar. bonds	157,800	6	"	"	1875	....
Philadelphia and Erie (Penn.):							1st Mort. (Piedmont Branch)	500,000	8	"	"	1888	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	1st Mort. (Northwestern, N. C.)	500,000	6.7	April & Oct.	N. Y. or Rich.
2d Mortgage													

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	87,000	7	"	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	"	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,298,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free..	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr	6,500,000	8*	"	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " " "	200,000	7	"	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York.	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	105 1/2	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	91	1st Mort., endor. by Ala. gold.....	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	....	Sterling Mort., guar. by L. & N.	21,106,000	....	May & Nov.	London.	....	....
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1884	75	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed.....	7,189,000	6*	Jan. & July.	New York.	1888	....
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	94 1/2	1st Mortgage, sinking fund.....	175,000	6	April & Oct.	Boston.	'80-'81	....
2d Mort. (").....	4,622,000	7*	May & Nov.	"	1897	72 1/2	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br.).....	2,500,000	7*	June & Dec.	"	1895	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	"	"	1897	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	3d preferred bonds.....	452,800	6	"	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N. Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage.....	648,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7	March & Sept.	"	1882	....
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	83 1/2	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
New Mortgage.....	3,000,000	7	March & Sept.	"	1899	....	Southern of L. L.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	1st Mort. Sink. Fund.....	1,500,000	7	May & Nov.	"	....	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,240,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1886	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash).....	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscookee) conv.....	300,000	7	"	"	'72-'70	....
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st mortgage, end. by S. Car.....	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st M. (St. P. to Sauk Rap.) 80m.	700,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage.....	345,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (W. Line) R.R. & Lands.....	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (W. Line) R. R. & Lands.....	9,000,000	7*	"	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
1st Mort. (St. Paul and Pac.) g.	15,000,000	7*	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901	....
Halem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Halem and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	228,930	6	Feb. & Aug.	Boston.	1878	....	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	....
Hamp. Mansfield & Newark (B. & O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,309,743	7	Jan. & July.	New York.	1909	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Karatoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	86
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.....	111,800	7	"	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Savannah and Memphis:							Swedesboro (West Jersey):						
1st Mort., gold, endor. by State.....	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage, guaranteed.....	200,000	6	June & Dec.	Camden.	....	....
Schenectady & Susq. (D. & H. Can.)							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schoolcraft & Three R. (L.S. & M.S.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Syracuse and Chenango Valley:						
Seaboard and Roanoke:							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Tebo and Neosho (M. K. & T.):						
Selma and Gulf:							1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Terre Haute & Indianapolis:						
Selma, Marion and Memphis:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Bonds of 1873 for \$1,600,000.....	516,000	7	"	"	1894	....
Selma, Rome and Dalton:							Texas and Pacific:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	220,000	10	"	"	1881	....	1st Mortgage (Eastern Div.).....	1,000,000	7	June & Dec.	New York.	1894	81 1/2
Rhamokin Valley & Pottaw. (N. C.):							1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1896	69
1st Mortgage, on road and lands.....	2,000,000	7*	Jan. & July.	Philadelphia.	1901	91	2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	45
Rheboygan and Fond du Lac:							Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....						

AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	\$9,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	82
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	100
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. ".....	300,000	6	"	"	1890	99
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co..	300,000	6	"	"	1890	92
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	68
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	99
Troy, Salem & Rutland(R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6a	Jan. and July.	New York.	1899	85
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Union (Chi. M. & St. P.):						
Tuckerton:							1st Mortgage for \$5,000,000	3,500,000	7	Jan. and July.	New York.	1896	....
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	Western Union Telegraph:						
Union Pacific:							1st Mortgage.....	4,448,900	7	May and Nov.	New York.	1875	....
1st Mortgage gold, tax free.....	27,236,000	6a	Jan. & July.	N. Y. & Bost.	'96-'99	90	West Jersey:						
1st Mort. Land Grant.....	8,578,000	7	Apr. and Oct.	"	1887	90	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	85
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	81	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	....
3d Mortgage Sinking Fund.....	10,000,000	6	March & Sept.	New York.	1894	81	1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
Omaha Bridge B'ds, stg. \$500,000	2,500,000	8a	Apr. and Oct.	London.	1896	....	1st Mort. (Swedesboro) guar.....	200,000	6	"	Camden.	....	....
Union Pacific (Central Div.):							2d Mort. (Cape May & Millville)	405,000	7	Apr. and Oct.	"	....	....
1st Mortgage gold, tax free.....	1,600,000	6a	May and Nov.	New York.	1895	....	Consolidated Mortgage.....	1,000,000	7	"	"	1899	103
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	West Wisconsin:						
Union Pacific, S. Br. (M.K. & T.):							1st Mort. land gr., gold skg fund	3,900,000	7a	Jan. and July.	N.Y. or Lond.	1887	....
1st Mortgage.....	3,220,000	6a	Jan. & July.	New York.	1899	....	1st Mort. (Southern Extension)...	640,000	7a	"	"	1902	....
Union & Titusville(O.C. & A.Riv.):							White Water Valley:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
United N. J. R. R. & Canal Cos:							Wico Mico and Pocumoke:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Sterling Loan \$369,200 (U. Co's)	1,846,000	5a	"	London.	1894	....	Williamston and Tarboro':						
Sterling Loan \$380,000 (")	1,800,000	6a	"	"	1894	....	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Wilmington, Colum. & Augusta:						
Loan of 1888 (United Compan's)	154,000	6	Feb. and Aug.	"	1888	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	65
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	"	1888	....	Wilmington and Reading:						
Loan of 1875 (Joint Companies)	675,000	6	Apr. and Oct.	Philadelphia.	1875	101	1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	63
Sterling S. F. \$282,000 (C. & A.M.)	1,310,000	6a	Feb. and Aug.	London.	1880	....	2d Mortgage coupon or regis....	1,560,000	7	Jan. and July.	"	1902	17
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	96	Wilmington and Weldon:						
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	91	Sterling Bonds.....	648,700	6a	Jan. and July.	London.	1881	....
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	102	Sterling Bonds.....	221,400	7a	May and Nov.	"	1886	....
Loan of '75 (N. J. R. R. & T. Co.)	300,000	6	Feb. and Aug.	New York.	1875	....	Sinking Fund gold, Bonds.....	749,000	7a	Jan. and July.	New York.	1896	90
Loan of '78 (")	450,000	6	"	"	1873	....	Wilmington and Western (Del.):						
Bond to State of N. J. (do.)	103,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Utah Central:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1890	....
Utah Southern:							2d Mortgage \$12,000 p. m.....	1,145,000	7	May and Nov.	"	1890	....
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	Land Grant Mort. gold, skg fund	4,375,000	7a	June & Dec.	"	1916	....
Utica and Black River:							Wisconsin Central:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st M. L. G. gold S. F. \$25,000pm	4,595,000	7a	Jan. and July.	Boston.	1901	....
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	Worcester (Md.):						
Utica, Ithaca and Elmira:							1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
1st Mortgage gold, skg fund.....	25,000pm	7a	Jan. & July.	N. Y. & Lond.	1892	....	Worcester and Nashua:						
Vermont Cent.—See Central Vt.							Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vermont and Massachusetts:							Plain Bonds.....	75,000	6	"	"	1881	....
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	98	Plain Bonds.....	150,000	6	May and Nov.	"	1887	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	103	Plain Bonds.....	150,000	7	Apr. and Oct.	"	1893	....
Convertible bonds.....	150,000	7	"	"	1881	103	CANAL BONDS.						
Vicksburg and Meridian:							Chesapeake and Delaware:						
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
General 2d series (blue).....	850,000	7	"	"	1890	....	Chesapeake and Ohio:						
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	Sterling Loan guaranteed.....	4,375,000	5a	J. A. J. & O.	London.	1890	....
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	Preferred Bonds (next lien).....	1,099,500	6	Jan. and July.	Baltimore.	1885	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....	Delaware Division (L.C. & N.):						
Vineland:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Delaware and Hudson:						
Virginia & Tennessee (A.M. & O.):							1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	....
Enlarged Mortgage.....	990,000	6	Jan. and July.	N.Y. & Lynch.	1884	80	regis- 2d series, July 1, 1889	3,500,000	7	Jan. and July.	"	1884	104
4th Mortgage.....	870,000	8	March & Sept.	"	1900	78	tered. 3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	105
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	Debentures.....	850,000	7	Apr. and Oct.	"	1878	....
Funded Interest.....	223,300	8	"	"	1880	....	Lehigh Coal and Navigation:						
Income Mortgage (fundable).....	63,500	8	"	"	1866	....	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	92
Wallkill Valley (Erie):							Convertible Bonds.....	692,100	6	"	"	1882	....
1st Mortgage gold, tax free.....	810,500	7a	Apr. and Oct.	New York.	1901	....	Convertible Loan, gold.....	856,000	6a	March & Sept.	"	1894	105
Warren (D. L. & W.):							1st Mortgage, registered.....	5,566,277	6	J. A. J. & O.	"	1894	98
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	1st Mortgage, reg. (R. R.).....	2,400,000	6	F. M. A. & N.	"	1897	100
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	....	Mortgage (equip.) Loan, gold.....	4,916,500	6a	June & Dec.	"	1897	99
Warren & Franklin(O.C. & AllR):							Consolidated Mortgage.....	199,000	6	"	"	1911	....
1st Mortgage, assumed.....	1,500,000	7	Apr. and Oct.	Philadelphia.	1882	....	Greenwood Mortgage Loan.....	796,000	6	Feb. and Aug.	"	1892	....
Warwick Valley (Erie):							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Monongahela Navigation:						
Wasatch and Jordan Valley:							1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mortgage.....	150,000	9a	May and Nov.	New York.	1893	....	Morris (and Banking):						
Washington City, Va. Mid. & Gt. So.							1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	100
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	75	2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	....
2d Mort. (")	350,000	7	"	"	1891	....	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	101
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	88	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	80	Pennsylvania:						
3d Mort. (")	600,000	8	May and Nov.	"	1873	72	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	69
4th Mort. (")	700,000	8	March & Sept.	"	1880	67	1st Mortgage (Wy. Val. Can.)...	600,000	6	"	"	1878	....
Funded Coupons (do.)	722,661	....	"	"	....	....	Schuylkill Navigation(Ph. & Rdg):						

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

an asterisk ()* occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "u."

[illegible]

Dec. 31, 1872	129.0	18.1	28.0	60	64	44	1,460	Maine Central ¹	168,723	314,399	4,412,270	6,394,185	1,397,640	445,956	401,904	2,068,077	988,576	150
Mar. 31, 1873	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1873	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1873	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1874	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1874	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1874	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1875	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1875	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1875	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1876	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1876	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1876	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1877	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1877	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1877	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1878	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1878	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1878	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1879	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1879	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1879	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1880	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1880	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1880	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1881	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1881	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1881	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1882	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1882	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1882	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1883	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1883	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1883	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1884	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1884	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1884	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1885	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1885	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1885	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1886	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1886	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1886	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1887	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1887	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1887	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1888	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1888	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1888	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1889	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1889	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1889	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1890	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1890	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1890	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1891	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1891	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1891	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1892	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1892	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1892	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1893	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1893	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1893	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1894	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1894	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1894	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Mar. 31, 1895	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Sept. 30, 1895	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220	59,106	190,937	100,722	10
Dec. 31, 1895	22.4	3.7	4.1	...	...	...	...	Manchester and Lawrence	72,124	82,902	1,000,000	2,000,000	240,220				

the asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running *diagonals* (—) signify "not ascertained."

Value of Shares.

Market.

Par.

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Dec. 31, 1873.

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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES,	Amount of stock issued.	Div'ds			Market Price.
		Rate.	Paid.	P. c.	
RAILROAD STOCKS:					
Atlantic and Great Western, pref.	10,000,000	7	7	100	
Atlantic, Mississippi and Ohio, pref.	800,000	7	7	100	
Atlantic, pref. & guar.	276,200	7	7	100	
Atlantic and Pacific, preferred	10,000,000	7	7	100	
Atlantic and St. Lawrence, * guar.	3,994,900	4	4	100	
Baltimore and Ohio, * preferred	3,562,800	6	6	105	
Berkshire, * guaranteed	600,000	7	7	100	
Boston, Concord and Montreal, pref.	800,000	6	6	84	
Buffalo, New York and Erie, * guar.	950,000	7	7	100	
Catawissa, * pref. and guar.	1,159,500	7	7	82	
Camden and Amboy, * guaranteed	5,847,800	10	10	129	
Camden and Atlantic, preferred	763,549	7	7	88	
Cayuga and Susquehanna, * guar.	689,110	9	9	100	
Cedar Rapids and Missouri River, preferred and * guaranteed	769,000	7	7	100	
Central of New Jersey, * guar.	20,000,000	10	10	107	
Central Ohio, * preferred	411,550	6	6	88	
Chemung, * guaranteed	380,000	6	6	88	
Cheshire, preferred	2,153,200	7	7	70	
Chicago and Alton, † preferred	2,425,400	10	10	109	
Chicago, Iowa & Nebraska, * guar.	3,916,300	8	8	89	
Chicago and North-Western, pref.	21,484,113	7	7	61	
Cinc. and Cleveland, pref.	429,000	6	6	25	
Cleveland and Mahoning, * guar.	2,059,200	7	7	88	
Cleveland and Pittsburg, * guar.	11,230,150	7	7	88	
Cumberland Valley, 1st preferred	241,900	8	8	88	
" 2d preferred	243,000	8	8	88	
Dayton and Michigan, pref. & guar.	922,400	8	8	88	
Delaware, * guaranteed	1,315,390	6	6	88	
Detroit and Milwaukee pref. & guar.	2,517,140	6	6	88	
Dubuque and Sioux City, * guar.	5,000,000	3	3	100	
Dubuque South-Western, pref.	590,315	8	8	100	
Eastern (N. H.), * † guaranteed	492,500	6	6	45	
Elmira, Jeff. and Canad. * guar.	500,000	5	5	76	
Elmira & Williamsport, pref. & guar.	500,000	7	7	76	
" com. & guar.	500,000	5	5	76	
Erie Railway, preferred	8,536,910	7	7	52	
Erie and Pittsburg, * guar.	2,000,000	7	7	52	
Evansville and Crawfordsville, pref.	100,000	7	7	34	
Hannibal and St. Joseph, pref.	2,167,700	7	7	101	
Harrisburg and Lancaster, * guar.	1,182,550	8	8	96	
Houston, preferred	1,180,000	8	8	96	
Huntington & Broad Top Mtn, pref.	190,750	7	7	26	
Jeff. Mad. & Indianapolis, * guar.	2,000,000	7	7	96	
Joliet and Chicago, * guar.	1,500,000	7	7	96	
Joliet and Northern Indiana, * guar.	300,000	8	8	104	
Little Miami, Col. and Xenia, * guar.	6,394,450	9	9	88	
Louisv. Cincinnati and Lex. pref.	861,000	9	9	16	
Marietta and Cincinnati, 1st pref.	5,101,650	6	6	8	
" 2d pref.	4,436,250	6	6	8	
Mich. Southern, (Lake Shore) guar.	533,500	10	10	100	
Mill Creek, * guaranteed	323,375	10	10	100	
Milwaukee and St. Paul, preferred	12,274,483	7	7	59	
Mine Hill, * guaranteed	3,856,450	8	8	104	
Montclair, * guaranteed	2,000,000	7	7	96	
Morris and Essex, * guar.	15,000,000	7	7	96	
Nequehoning Valley, * guar.	2,000,000	10	10	110	
Newark and New York, * guar.	1,000,000	7	7	96	
Newcastle and Beaver Valley, * guar.	605,000	10	10	129	
New Jersey, * guaranteed	7,295,200	10	10	105	
New London Northern, * guar.	971,400	8	8	127	
New York & Harlem, * pref. & guar.	1,500,000	8	8	128	
" com. & guar.	8,500,000	8	8	128	
Niagara Br. & Canandaigua, * guar.	1,000,000	6	6	88	
North Eastern (S. C.), preferred	105,000	8	8	88	
Northern New Jersey, * guar.	1,000,000	8	8	121	
Norwich and Worcester, * guar.	2,822,400	10	10	121	
Ogdensburg & Lake Champlain, * guar.	3,077,000	7	7	42	
" pt. & guar.	2,000,000	8	8	85	
Ohio and Mississippi, preferred	4,030,000	7	7	61	
Oswego and Syracuse, * guar.	1,144,400	9	9	111	
Panama, guaranteed	7,000,000	12	12	111	
Patterson and Hudson, * guar.	630,000	8	8	84	
Pemberton and Hightstown, * guar.	342,000	6	6	88	
Peoria and Bureau Valley, * guar.	1,200,000	8	8	88	
Philadelphia and Erie, preferred	2,400,000	12	12	181	
Phila. Germantown & Norristown, * guar.	2,231,900	10	10	110	
Philadelphia and Reading, † pref.	1,651,687	10	10	128	
Philadelphia and Trenton, * guar.	1,259,100	7	7	92	
Pittsburg, Ft. Wayne & Chic. * guar.	22,214,285	7	7	86	
Pittsfield and North Adams, * guar.	450,000	5	5	86	
Portland, Saco & Portsmouth, * guar.	1,800,000	10	10	108	
Rochester & Genesee Valley, * guar.	657,580	7	7	26	
Rutland, * preferred and guaranteed	4,300,000	7	7	27	
St. Louis, Alton & Terre Haute, * guar.	2,468,400	7	7	24	
St. Louis, Jacksonv. & Ch., pt. & guar.	1,054,100	5	5	8	
St. Louis, Kansas City & Nor., pref.	12,000,000	5	5	8	
Schuylkill Valley, * guaranteed	576,000	6	6	86	
Shoemaker V. & Pottsville, * guar.	869,450	7	7	100	
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	7	304	
" 2d pref.	1,000,000	7	7	89	
Toledo, Wabash and Western, pref.	1,000,000	7	7	89	
Warren, * guaranteed	1,800,000	7	7	89	
CANAL STOCKS.					
Delaware Division, * guar.	1,633,350	8	8	100	
Delaware and Raritan, * guar.	5,847,500	10	10	125	
Morris, preferred and * guaranteed	1,175,000	4	4	50	
" com. and * guar.	1,696,000	4	4	50	
Schuylkill Navigation preferred	2,808,977	6	6	28	

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 13.

	Th.7.	F.S.	Sat.9.	M.11.	Tu.12.	W.13.
Atlantic & Pacific pref.	16	15	15	15	17	17
Central Pacific 6s.	93	93	93	93	93	93
Central of N. Jersey.	106	106	106	107	107	107
.. 1st mort.	106	106	106	106	106	106
.. 7s. consol.	102	103	103	102	103	103
.. 7s. conv.	104	105	105	105	105	105
Chicago & Alton.	104	105	105	105	105	105
.. pref.	106	106	106	106	106	106
.. 1 M.	106	106	106	106	106	106
.. S. F.	109	110	110	110	110	110
.. Inc. bds.	109	110	110	110	110	110
Chicago, Burl. & Q.	109	110	110	110	110	110
.. 8s, 1883.	110	110	110	111	111	111
.. 7s.	102	102	102	102	102	102
Chic. & Northwestern.	47	47	47	46	46	46
.. pref.	61	61	61	60	60	60
.. 1st M.	100	100	100	100	100	100
.. S. F.	90	91	90	91	90	91
.. Consol.	90	91	90	91	90	91
.. gold.	82	82	82	82	82	82
Chic., Rock Isl. & Pac.	103	103	103	103	103	103
.. 7s, 1896.	105	105	105	105	105	105
Clev., Col., C. and Ind.	67	68	69	71	70	68
Clev. & Pittsburg guar.	88	88	89	88	88	88
.. 2 M.	88	88	89	88	88	88
.. 3 M.	88	88	89	88	88	88
.. 4 M.	88	88	89	88	88	88
Clev. and Toledo.	88	88	89	88	88	88
.. S. F. 7s.	88	88	89	88	88	88
Col., Chl. & Ind. C.	88	88	89	88	88	88
.. 1 M.	88	88	89	88	88	88
.. 2 M.	88	88	89	88	88	88
Del. & Hudson Canal.	117	118	117	118	118	118
Del. Lack. & Western.	107	107	107	107	107	107
.. 1 M.	107	107	107	107	107	107
.. 2 M.	107	107	107	107	107	107
Erie Railway.	28	28	28	29	29	27
.. pref.	28	28	28	29	29	27
.. 1 M. 7s, 1897.	104	104	104	104	104	104
.. 2 M. 7s, 1879.	101	101	101	101	101	101
.. 3 M. 7s, 1883.	100	100	100	100	100	100
.. 4 M. 7s, 1880.	97	97	97	97	97	97
.. 5 M. 7s, 1888.	97	97	97	97	97	97
.. 7s. con. gold.	97	97	97	97	97	97
Great Western 2d mort.	60	60	60	60	60	60
Hannibal & St. Joseph.	26	25	25	26	26	26
.. pref.	34	34	34	34	34	34
.. 8s. conv.	89	89	89	89	89	89
Hudson River 2 M.	106	106	106	106	106	106
Illinois Central.	100	100	100	101	100	101
.. 7s.	100	100	100	101	100	101
Lake Shore & Mich. S'th.	79	79	79	75	75	75
.. Consol. 7s.	79	79	79	75	75	75
.. reg.	101	101	101	101	101	101
.. 2d consol.	92	92	92	92	92	92
Michigan Central.	81	81	81	80	81	81
.. S.F. 8s, 1882.	81	81	81	80	81	81
.. 7s, 1902.	102	102	102	102	102	102
M. S. and N. 1 M. S. F.	104	104	104	104	104	104
.. 2 M.	38	39	38	37	38	37
.. pref.	58	57	58	59	59	59
.. 1st mort.	58	57	58	59	59	59
.. 2d mort.	58	57	58	59	59	59
.. 7s. gold.	93	92	92	92	92	92
.. 7s. 10s con.	93	92	92	92	92	92
Morris and Essex.	95	96	95	96	95	95
.. 1st mort.	108	108	108	108	108	108
.. 2d mort.	105	105	105	105	105	105
N. Y. Cen. & Hud. Riv.	101	101	101	101	101	101
.. 7s, S.F. 1876.	99	99	99	99	99	99
.. 6s, S.F. 1883.	99	99	99	99	99	99
.. 6s, S.F. 1887.	97	98	98	98	98	98
.. 1st mort.	112	112	112	112	112	112
.. reg.	128	128	128	128	128	128
N. York and Harlem.	128	128	128	128	128	128
.. pref.	128	128	128	128	128	128
.. 1st Mort.	128	128	128	128	128	128
.. reg.	110	110	110	110	110	110
N. York, N. Hav. & Hart.	133	134	133	134	133	133
Ohio and Miss.	32	32	31	31	31	31
.. pref.	32	32	31	31	31	31
.. 2d M.	81	81	81	81	81	81
.. Consol. 7s.	97	97	97	97	97	97
.. S. F.	99	99	99	99	99	99
Pacific Mail S. S. Co.	33	33	34	34	35	35
Pacific R. R. of Mo.	46	47	47	48	48	51
Panama.	112	111	111	111	111	111
Pitts. Ft. W. & Chl. gtd.	93	94	93	94	94	94
.. 1 M.	106	106	106	106	106	106
.. 2 M.	106	106	106	106	106	106
.. 3 M.	106	106	106	106	106	106
Quicksilver Mining Co.	35	34	34	34	34	34
St. L., Alton & T. H.	104	104	104	104	104	104
.. pref.	104	104	104	104	104	104
.. 1 M.	104	104	104	104	104	104
.. 2 M.	104	104	104	104	104	104
.. Income bds.	75	75	75	75	75	75
Tol., Wab. & Western.	18	17	17	18	18	18
.. pref.	89	89	89	89	89	89
.. 1 M.	89	89	89	89	89	89
.. 2 M.	89	89	89	89	89	89
.. Equipment.	82	82	82	82	82	82
.. St. Lou. Div.	65	65	64	65	65	65

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 13.

	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12.	W. 13.
Boston and Albany	134	134	134	135	135	136
Boston and Lowell	89	89	89	89	89	89
Boston and Maine	113	115	115	115	115	119
Boston and Providence	150	151	151	151	151	151
Boston, Hartford & Erie	23	23	23	23	23	23
Cheshire, pref.	109	109	110	110	110	110
Chi., Burl. and Quincy	109	109	110	110	110	110
Concord	137	137	137	137	137	137
Connecticut River	54	54	54	54	54	54
Eastern	123	123	123	123	123	123
Fitchburg	81	81	81	81	81	81
Manchester & Law'ree	81	81	81	81	81	81
Michigan Central	91	91	91	91	91	91
Northern, N. H.	42	42	42	42	42	42
Ogdens & Lake Champlain	109	109	109	109	109	109
Old Colony	55	55	55	55	55	55
Ph., Wil. & Baltimore	55	55	55	55	55	55
Port'd, Saco & Ports	90	90	90	90	90	90
Union Pacific	89	89	89	89	89	89
" Land Grant 7s	77	77	77	77	77	77
" S. F. 8s	42	42	42	42	42	42
Vermont and Canada	85	85	85	85	85	85
Vermont and Mass.	45	45	45	45	45	45
South Boston (Horse)	45	45	45	45	45	45
Cambridge	45	45	45	45	45	45
Metropolitan	45	45	45	45	45	45
Middlesex	45	45	45	45	45	45
Central Mining Co.	145	145	145	145	145	145
Calumet and Hecla	145	145	145	145	145	145
Copper Falls	7	7	7	7	7	7
Franklin	45	45	45	45	45	45
Quincy	45	45	45	45	45	45

London Stock Exchange.

	Closing	Prices.
	Dec. 18.	Dec. 11.
Atlantic & Gt. W. 1st mort., \$1,000	43 - 45	40 - 42
Do. 2d mort., \$1,000	10 - 18	16 - 18
Do. 3d mort., \$1,000	74 - 84	7 - 8
Do. Con. mort. B'nds Bisch's Cert.	8 - 10	8 - 10
Do. Leas. Lines, Rental Bonds	58 - 62	55 - 60
Do. 1873 28	32 - 35	32 - 35
Do. 8 p. e. Scrip, West. Exten.	60 - 65	60 - 65
Detroit & Milwaukee 1st mort. Bonds	60 - 65	60 - 65
Do. 2d do.	55 - 60	55 - 60
Erie shares 100 dol. all paid	24 - 25	24 - 25
Do. Convertible Gold Bonds	59 - 61	58 - 60
Do. 6 per cent Convertible Bonds	92 - 94	93 - 95
Cons. Mort. amount autho. to be issued for conv. of existing bonds	87 - 89	88 - 90
Illinois Central \$100 shares all paid	88 - 90	88 - 90
Do. Redemption mort. bonds 6 p. e.	99 - 101	99 - 101
Illinois & St. Louis Bridge 1st mort.	98 - 100	98 - 100
Marietta and Cincinnati Rail. Bonds	98 - 99	96 - 99
Michigan Central 8s 1882, conv.	92 - 93	93 - 94
New York Central, 100 dols. shares	92 - 93	93 - 94
Panama General mort.	94 - 95	96 - 95
Pennsylvania, General mort.	102 - 103	101 - 102
Do. \$50 shares	47 - 48	47 - 48
Philadelphia and Erie 1st mort.	94 - 96	94 - 96

American Railroad Journal.

Saturday, January 16, 1875.

Financial and Commercial Affairs.

The Money market has been less active, since our last. The speculative inquiry for accommodation has been less urgent. There has not been much pressure for aid on the part of mercantile borrowers. The offerings of capital have been more liberal; due, in good part, to the January interest and dividend disbursements. Government has already paid out over twelve millions of the January interest on the national funded debt. Call loans have been quoted at 2½@5; and best discounts at 6@8 per cent per annum. The City banks have been large gainers in their reserves; the deposits and specie showing the most notable increase. Over a million has been also added to the legal tender average. The loan and discount line has been moderately enlarged; while the circulation has been contracted slightly. The U. S. Sub Treasury balances were reduced; the specie hoard nearly 1½ millions, and the currency reserve moderately. The City banks last week enlarged their reserve of legal tender notes \$1,177,500, and their deposit item \$10,144,600, while also increasing their specie average \$5,248,100. They

report an increase of \$1,948,100 in the loans and discounts, and a reduction of \$215,000 in their circulation. The U. S. Sub-Treasury in this city closed the week with a currency balance of \$44,451,853, against \$44,796,805, the preceding week; and a coin hoard of \$45,756,180 against \$47,175,648, on the previous return. The City bank exchanges, during the week, were \$549,740,704, or a daily average of \$91,621,784. The customs revenue of the port, during the week, was \$1,793,687. The City banks reported their average of gold last week at \$23,222,100, and their greenback average at \$50,821,100. Their deposits stood at \$231,613,800. The loan item was \$286,157,900. The circulation was \$24,407,600.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$16,139,750.

The aggregate of the outstanding U. S. currency, of all denominations, Jan. 1, was \$428,462,916. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is now \$347,876,131.

The U. S. Treasury balances on Wednesday were as follows: Currency, \$11,578,655; special deposit of legal tenders for redemption of certificates of deposit, \$42,680,000; coin, (including \$28,109,100 in coin certificates,) \$63,969,929.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 61 millions.

Gold has been less active, and, as a rule, less firm. There has been less speculative inquiry noted. The customs demand has been moderate. The export movement has been the chief drain on the market. Toward the close, the bidding was more confident, stimulated, in good part, by the free shipments on Wednesday. The extremes of the week have been 111½@112¾, closing on Wednesday at 112¾ as against 112¾ on Wednesday of the preceding week. The specie outflow last week was \$1,616,121. The imports of specie at this port since Jan. 1, 1874 have been \$5,537,590, against \$18,520,688 the preceding year. The customs demand for Gold last week averaged only \$298,948 a day. Foreign Exchange has been offered less freely and has been in fair demand closing more firmly. Bankers' sixty day bills on London closed on Wednesday at \$4 85½@4 86½; sight bills on London at 4 90@4 91 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$4,224,416.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$5,803,864.

A fairly active inquiry prevails for Government Securities at generally stronger prices. The offerings of most issues have been on a restricted scale.

U. S. sixes of 1881 closed on Wednesday of this week at 118½@118¾; U. S. Five-Twenties of 1862, at 114¼@115; U. S. Five-Twenties of 1864 at 116¾@116½; U. S. Five-Twenties of 1865 118¼@118½; U. S. Five-Twenties of 1866 consolidated, 117¾@117½; U. S. Five-Twenties of 1867, 118¼@118½; U. S. Five-Twenties of 1868, 118½@118¾; U. S. Ten-forties at 115½@115¾; U. S. Fives of 1881, (Funding Loan) 114½@114¾; Six per cent. currency Sixes from 117½@117¾.

Business at the Stock Exchange has been less active, during the week, and the market has been variable. The later dealings in the Railway and miscellaneous share list indicated a firmer range of values. State and Railway bonds have been in moderate request and prices have been quoted steady.

General business has been on a moderate scale, during the week. Values, in the leading instances, have been without important change. The Breadstuff movement has been limited, shippers operating quite reservedly. The Provision trade has been active, chiefly in the line of hog products, closing firmly. Cotton has been freely dealt in, mainly on speculative account, closing, however, weak in price. Wool and Tobacco have been quiet, but steady. Hides, Leather, and Skins have been more sought after. Naval Stores, Petroleum, Seeds, Hops, Hemp, and Oils have been slow of sale. Hardware has been attracting very little attention. Metals have been comparatively dull. American Pig Iron has been held with more firmness. Scotch Pig Iron has been quoted easier in price; Iron Rails, inactive and nominal. Eglinton Pig Iron quoted from yard at \$34@35; Glengarnock, \$36@37; No. 1 American Pig at \$25@27; No. 2 do. at \$22@25; Forge, \$21@24; English Rails at \$47 50@50, gold; American Rails at works, \$50@52; Old Rails, \$30. Wrought Scrap, \$28@30. Ocean freights have been less active and at the close, easier as to rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R. of Mo. 1st mort., 92; Central Pacific 1st mort., St. J. div., 84½; do. C. and O. div., 82½; Chesapeake and Ohio 1st mort., coupon on, 48; do., off, 40; Albany and Susq. 1st mort., 105¾; do. 2d mort., 103; Long Dock bonds, 101½; Toledo, Wabash and Western 7s, consol., 48; Am. Dock and Imp. 7s, 99; Chicago and Milwaukee 1st mort., 93¼; North Mo. 1st mort., 83¾; Western Pacific bonds, 85¼; International R. R. 1st mort., 72½; Ind., Bloomington and Western 1st mort., 46; Morris and Essex 7s, 1871, 101¾; Del. and Hudson Canal reg. 7s, 1891, 105½; do. 1884, 104¾; Mil. and St. Paul 1st mort. LaC div., 89; do. I and D. div., 77; Galena and Chicago 2d mort., 101½; Pacific R. R. 7s, guar. by Mo., 100; Toledo, Peoria and Warsaw 1st mort., E. D., 81¼; Chicago and Northwestern Int. bonds, 100; Lake Shore div. bonds, 100¼; Detroit, Monroe and Toledo 1st mort., 101½; Iowa Midland 1st mort., 8s, 87; St. Louis and Iron Mt. 2d mort., 72½; Gt. Western 1st mort., 1888, 81; Long Island R. R. 1st mort., 90½; St. Louis, Jacksonville and Chicago 1st mort., 97; Louisville and Nashville 7s, consol., 89; East Tenn., Va. and Ga. 1st mort., 93; Quincy and Toledo 1st mort., 50; Boston, Hartford and Erie 1st mort., 23¼; Warren R. R. 89½; St. Louis, Kansas City and Northern pref., 24½; Joliet and Chicago R. R., 96½; St. Louis, Iron Mt. and Southern R. R., 25; At. and Pacific Tel., 27¾; Adams Exp., 99¾; U. S. Exp., 65; Am. Exp., 65; Wells Fargo Exp., 79½; Quicksilver pref., 43; Spring Mt. Coal, 65; Consol. Coal, 42½; Pennsylvania Coal, 245; Md. Coal, 18½; South Carolina 6s, old, 34; Texas 10s, 1876, 97; North Carolina 6s, new, Apl. and Oct., 14½; do.

Jan. and July, 16; do. old, Jan. and July, 27; Tennessee 6s, old, ex-coupon, 51; do. new, do. 50½; Missouri 6s, long bonds, 95; do. H. and St. J. issue 1875, 100; do. 1876, 100; do. 1886, 94½; N. Y. State 7s, B. L., reg., 105½; do. coupon, 106¼; Virginia 6s, def., 11¼; South Carolina 6s, new, non fund., 7½; Brooklyn 6s, W. L., 100; do. 7s, P. L., 106.

Philadelphia.—Delaware Division Canal, 52¼; Pennsylvania div., scrip, 106¼; Catawissa R. R., 17½; do. new pref., 36; Nesquehoning Valley R. R., 55; East Pennsylvania R. R., 41; Westchester and Philadelphia R. R. pref., 51¼; Pittsburgh, Cin. and St. Louis 7s, 79½; Susq. Canal 6s, 75; Philadelphia and Reading Gen'l mort. 6s, coupon, 104½; do. reg., 105¾; do. 7s, new, conv., 103; Schuylkill Nav. 6s, 1895, 80; Allegheny Valley 7 3 10s, 90; do. 7s 85; West Jersey R. R., 7s, 103¾; Pennsylvania and New York 7s, 104; Huntingdon and Broad Top Mt. pref., 12¾; do. do. 2d mort., 101½; do. 7s, consol., 50; Pennsylvania Canal 6s, 69; Northern Pacific 7-30s, 27; United Companies of New Jersey Gen'l mort., 98½; Philadelphia and Reading C. and I. mort., 87; Perkiomen R. R., 6s, 90. The latest quotations are: City 6s, 101¾@101¼; do. free of tax, 104@104½; Pennsylvania State 6s, 2d series, 107¾@108; do. 3d series, 108@—; Philadelphia and Reading, 54½@54¾; do. Gen'l mort. 7s, coup., 104¼@104¾; do. reg., 105¼@106; do. mort. 6s, 1880, 98@—; do. new conv., 102¾@103¼; do. 7s, 1893, 105@106; United New Jersey R. R. and Canal Co., 129¾@130; Camden and Amboy mort. 6s, 1889, 101¾@102¼; Pennsylvania R. R., 54¼@54¾; do. div. scrip, 106½@106¾; do. 1st mort., 100¾@101½; do. 2d mort., 100¾@101 do general mort. coupon, 95½@96; do. reg., 97@99; Little Schuylkill R. R., 47¼@48; Morris Canal, 50@51; do. pref., 125¾@—; do. 6s, 100@—; Susq. Canal, 7@10; do. 6s, 74¾@75¼; Schuylkill Nav., 6¾@7½; do. pref., 13¾@14¼; do. 6s, 1882, 79¾@80¼; do. 1872, 91@92; Elmira and Williamsport pref., 35@—; do. 7s, 1873, 98½@—; do. 5s, 60@60½; Lehigh Coal and Navigation, 49½@49¾; do. 6s, 1884, 98½@100; do. R. R. Loan, 99¾@100¼; do. Gold Loan, 98¾@99¼; North Pennsylvania, 52@—; do. 6s, 100¼@—; do. 7s, 104¼@104¾; do. Chattle 10s, 105½@105¾; Philadelphia and Erie, 18@18½; do. 6s, 93¼@94¼; do. 7s, 85@85½; Minehill, 51¾@52; Catawissa, 17¾@18¼; do. pref., 41@41½; do. new pref., 36@37; do. 7s, 1900, 104@106; Lehigh Valley, 61½@61¾; do. 6s, new coupon, 101¼@101¾; do. reg., 102@—; do. 7s, 106¾@107¼; Fifth and Sixth streets (horse), 58½@58¾; Second and Third, 65@65½; Thirteenth and Fifteenth, 25¾@27; Spruce and Pine, 28½@31; Green and Coates, 49@50¼; Chestnut and Walnut, 71¾@73; Hestonville, 18¾@19; Germantown 34@45.

Boston.—Atchison, Topeka and Santa Fe 1st mort., 71½; do. 2d mort., 35½; do. Income 12s, 96; Chicago, Burlington and Quincy 7s, 101½; Burlington and Missouri River R. R. in Nebraska, 55; do. 8s, old, 101½; Michigan Central 8s, 1890, 104; Eastern R. R. 7s, 1884, 89½; Boston and Albany 7s, 107; Illinois Grand Trunk 8s, 104; Boston and Lowell 7s, 105; Fitchburg 7s, 106; Metropolitan R. R. 7s, 1884, 100; Boston and Maine 7s, 1894, 105½; Chicago, Dubuque and Minnesota 8s, 1896, 37½; Old Colony 7s, 1894, 105; Boston, Clinton and Fitchburg 8s, 1881, 93;

Fitchburg and Worcester 7s, 1889, 89; Cedar Rapids and Missouri 7s, 1916, 87½; Grand River Valley 8s, 1886, guar., 95¼; Nashua and Lowell 6s, 1893, gold, 101; Marquette and Ontonagon R. R., 75; Cincinnati, Sandusky and Cleveland R. R., 9½; Burlington and Missouri River R. R. in Iowa, 107; Maine Central R. R., 40; Ind., Cin. and Laf. R. R., 7½; Norwich and Worcester; R. R., 121; Rutland pref., 20½; do. 7s, 60; do. scrip No. 6, 64; Worcester and Nashua R. R., 118¾; St. Paul and Sioux City R. R. pref., 99¼; Nashua and Lowell R. R., 113; New Bedford R. R., 108¼; Boston Water Power, 9½; Boston Land, 6; Cary Imp., 5; Waverly Land, 3; Pullman Palace Car, 96½; do. 8s, 1892, 94½; Maine 6s, 102; New Hampshire 6s, 102; Springfield 7s, 105; Norwich 7s, 105; Chicago 7s, 101; Boston 6s, 1876, 101; do. 1903, 101¾; do. 5s, 1876, gold, 109½; Portland 6s, 96½; Providence 5s, 1900, gold, 93¾; Charlestown 6s, 1876, 100¼; Bangor 7s, 1899, 105; Erie, Pa., 7s, 1894, 92¾; Concord, N. H., 6s, 1885, gold, 98½.

Baltimore.—Virginia consols, ex-coupon, 53¾; Virginia coupons, 82½; Orange, Alex. and Man; assas 7s, 75¾; Orange and Alexandria 4th mort., 67; Santa Clara bonds, 27¾. The latest quotations are: Richmond and Danville 1st mort., 68@75; Pittsburg and Connellsville 7s, 1898, 81¼@82; Baltimore and Ohio, 190@192; do. 6s, 1875, 100@101; do. 1880, 100½@102; do. 1885, 101¼@102½; Washington Branch, 135@155; Northern Central, 33@34; do. 6s, 1885, 93@94; do. 6s, 1877, 95@—; do. 1900, 89½@90; do. 6s, 1900 gold, 90@90¼; N. W. Va. 3d mort., 1885, 95@100; Marietta and Cincinnati 1st pref., 15@19; do. 2d pref., 8@12; do. 1st mort. 7s, 1892, 107¾@108; do. 2d mort., 7s, 94½@95; do. 3d mort. 8s, 78@78¾; Central Ohio, 44¾@46; do. 1st mort., 94¼@94¾; Western Maryland, 1st mort. 6s, 1890, 90@90; do. 1st mort. guar., 100@100; do. 2d mort. guar., 100@100; do. 3d mort. guar., 100@100; do. 2d mort. pref., 68@75; do. 2d mort. guar. by Washington Co., 90@93; Virginia and Tennessee 2d mort. 6s, 73@80; do. 3d mort. 8s, 77@80; Orange and Alexandria 1st mort. 6s, 85@90; do. 2d mort. 6s, 75@80; do. 3d mort. 8s, 70@76; do. 4th mort. 8s, 67@68; Orange, Alex. and Manassas 7s, 74@76; Baltimore 6s, 1875, 102@102½; do. 1884, 101½@102½; do. 1886, 101½@102½; do. 1890, 101¼@102¾; do. 1900, 101@102; do. 1902, 102@102; do. 6s, exempt, 104@107; do. 5s, 80@85; Memphis City 6s, 37@41; Maryland Defense 6s, 1883, 105@—; do. 6s, 1890, 100@105; do. 6s, exempt, 105@—; do. 5s, 80@88; Virginia coupon 6s, old, 38@40; do. new, 38@40; do. consol. 6s, 53½@53¾; do. coupons, 83@84; West Virginia, 11@12; City Passenger R. R., 21¼@24¼; George's Creek Coal, 140@145; Atlantic Coal, 2.20@2.30; Santa Clara, 5.00@8.87; do. bonds, 27¾@—; Canton Co., 50@70.

Brown, Brothers & Co.,

No. 59 WALL St., N. Y.,

Issue, against cash deposited, or satisfactory guarantee of repayment, Circular Credits for Travelers, in dollars for use in the United States and adjacent countries, and in pounds sterling for use in any part of the world.

THEY ALSO ISSUE COMMERCIAL CREDITS, MAKE CABLE TRANSFERS OF MONEY BETWEEN THIS COUNTRY AND ENGLAND, AND DRAW BILLS OF EXCHANGE ON GREAT BRITAIN AND IRELAND.

Finances of New York City.

EXTRACT FROM THE MESSAGE OF THE MAYOR.

What the liabilities of the City really are I am not at present in a position to inform you. Public attention has hitherto been directed principally, if not, indeed, exclusively, to that portion of the indebtedness which has assumed the form of one or other of the various descriptions of bonds and stocks issued by the City. The information furnished to me by the Controller is to the effect that this class of indebtedness was, on the 31st day of December, 1874, as follows:

Funded Debt—

Payable from the sinking fund...	\$22,931,563 36
Payable from taxation.....	95,309,993 88
	<hr/> \$118,241,557 24

Temporary Debt—

Payable from assessments.....	\$20,851,000 00
Payable from building lien.....	3,700 76
	<hr/> 20,854,700 76

Revenue Bonds—

Payable from taxation of 1874...	2,707,500 00
Total	\$141,803,758 00
Less Sinking Fund.....	26,615,773 00

Balance \$115,187,980 00

But, in addition to these amounts, there is a floating debt which has been variously estimated at from ten to twenty millions of dollars. Many of the claims constituting this indebtedness are in litigation. Some—it may be many of them—are fraudulent, and all such must be resisted. Those, however, which are not fraudulent, ought to be paid. If the proper officers of the Government are now without authority to adjust and settle such claims, it ought to be conferred. All information which can be obtained in reference to this floating indebtedness, I shall direct to be communicated to you.

Northern Central Railway.

The Baltimore and Potomac road has been created a division of the Northern Central, with Frank Thompson general manager from Harrisburg to Quantico, and George C. Wilkins superintendent over the same distance. J. N. Du Barry, who is favorably known in connection with both of these roads, will take charge of the southern bureau of the Pennsylvania road at Philadelphia. A general agent of both roads is to be appointed as soon as a suitable railroad man, identified with Baltimore business interests can be secured. That official will be located in this city. As before stated, the newly appointed purchasing agent, A. W. Sumner, has instructions to secure supplies for the roads in this city wherever it is practicable.

Mr. Scott expresses a desire for an amicable arrangement between the Northern Central, Potomac, Western Maryland and Union roads, by which all may have an outlet to tidewater upon favorable terms, and it is believed the project will be consummated. A committee of Northern Central directors are understood to be negotiating with capitalists in Buffalo who have submitted plans for elevator improvements at Canton. Some of the directors of the road are favorable to erection of a new building at the northwest corner of the company's Calvert street station property, instead of remodeling the present depot building, the new structure to be 60 by 100 feet, and to cost \$20,000 or \$30,000, which would be used for offices, &c. The subject will be discussed at the next meeting of the directors.—*Balt. Sun.*

Last year's exports of specie from San Francisco were \$30,844,178, against \$27,123,688 the preceding year.

North Pennsylvania Railroad.

At the annual meeting of the stockholders of this company, held in Philadelphia on the 11th inst., the following named gentlemen were elected directors for the ensuing year: Franklin A. Comly, John Jordan, Jr., J. Gillingham Fell, Wm. C. Ludwig, Ellwood Shannon, Edward C. Knight, Alfred Hunt, Wm. C. Kent, Thos. Smith, Ario Pardee, James H. Stevenson.

From the report of the directors for the fiscal year ending October 31, 1874, which was read by the President, Franklin A. Comly, Esq., we learn that the total earnings were \$1,424,463 18; expenses, \$829,725 63. The net earnings were \$594,737 55. Interest and taxes, \$361,527 05. Balance carried to profit and loss, \$233,209 60. A dividend of five per cent. has been declared, payable on the 1st of February.

The decrease in gross receipts was \$53,076 90; decrease in expenses, \$101,848 27; increase in net earnings, \$48,771 37; increase in balance carried to profit and loss, \$37,564 95.

The number of passengers carried during the year was 1,052,859, showing an increase of 68,136. The increase in the passenger receipts was \$12,770 59.

The receipts of the Northeast Pennsylvania Railroad were \$18,149 62, showing a deficit for general expenditures, interest, taxes, etc., of \$8,586 28. This road has been extended from the county line to the Bristol Road, near Hartsville, and was opened on the 9th of November, and is now in running order.

The Storey Creek Road was opened on the 1st of January, 1874, and during the first ten months the receipts were \$16,544 35. The deficit for necessary expenses, interest, taxes, etc., was \$19,317 77.

The convertible privileges contained in the six per cent. mortgage bonds of the Company expired on the 31st of December, 1874. The total amount converted into capital stock was \$243,000, which with bonds previously cancelled on account of the sinking fund, reduced the amount from \$2,500,000 originally issued, to \$1,930,500 outstanding at that date.

The balance sheet of the Treasurer shows that the Company is clear of floating debt with a balance of cash and cash assets on hand at that date of near a million of dollars. The great reduction in the price of steel rails afforded the Company an opportunity to renew the tracks on the main line with steel rails in place of iron. One thousand tons have been contracted for, and a part of it has been delivered.

The company is now engaged in the construction of a branch road, known as the Delaware River Branch, from the main line at Jenkintown, through Huntingdon Valley to the State line in the middle of the Delaware river, half a mile south of Yardleyville, in Bucks county, where it will connect with the Bound Brook Railroad, which is being constructed from near that point to Bound Brook, N. J. At this point it will connect with the Central Railroad of New Jersey, thus forming a through line between Philadelphia and New York. It will also connect with the Easton and Amboy Railroad near the same point.

The Delaware River Branch will be 20½ miles long. From Berks street to Jenkintown it is 8.1 miles, making the distance from Berks street to the State line 28.6 miles.

The Delaware and Bound Brook Railroad is 27 miles long, and the Central Railroad of New Jersey is 32.4, making the entire distance between Philadelphia and New York 88 miles.

The whole line will be graded and the masonry constructed for a first class double track road, with a maximum grade of 37 feet to the mile, laid with steel rails, 66 lbs. to the yard. The contract for the rails has been made with the Bethlehem Iron Company, and the grading and masonry work on the Delaware River Branch has been given to Messrs. McGrann & FitzPatrick, of Lancaster, who are pushing the work, and hope to

have the road graded and ready for the track early in the coming summer. It is expected that the road will be completed and ready for use before the end of the year.

It is believed that the available assets of the company will furnish sufficient means to complete the entire work without incurring a floating debt.

Philadelphia and Reading Railroad.

At the annual meeting of the stockholders of this company, held in Philadelphia on the 11th inst., the following gentlemen were unanimously elected officers for 1875: President, Franklin B. Gowen; Managers, H. Pratt McKean, A. E. Borie, R. B. Cabeen, J. B. Lippincott, John Asburst, Charles E. Smith; Treasurer, Samuel Bradford; Secretary, David J. Brown.

From the report of the managers, which was submitted, we learn that the gross receipts during the year ending November 30, 1874, were \$14,452 122, the gross expenses \$8,731,916, and the net profits \$5,720,206. During the year ending November 30, 1873, the earnings were \$14,832,661, the expenses \$9,474,895, and the net profits \$5,357,766—showing a decrease in earnings of \$380,539, with a decrease in expenses of \$742,979, making an increase in the net profits of \$362,440.

The receipts over cost of working the road are \$5,720,204 82; to which add State taxes refunded under decision of U. S. Supreme Court, \$70,810 33, also balance of interest account, amounting to \$1,280,859 50, and amount to credit of Reserve Fund, 1873, \$693,000 14—making a total of \$7,764,874 79. From which deduct interest on bonded debt, interest on bonds and mortgages, sinking fund consolidated mortgage loan 1871-1911, and sinking fund Improvement mortgage loan 1873-97, amounting in all to \$3,126,502, leaves as dividend fund, 1874, the sum of \$4,638,372 79. Out of which have been paid three quarterly dividends (April, July, and October, 1874) of 2½ per cent each, amounting, with the State tax thereon, to \$2,767,619 43, leaving \$1,870,753 36; and there has been declared a dividend of 2½ per cent on the common and preferred stock, payable January 25, 1875, amounting, with the State tax thereon, to \$933,982 17—leaving balance of reserved fund November 30, 1874, \$936,771 19.

New York Canals.

The Auditor's report of the revenues and expenditures, on account of the State canals, shows the receipts for the fiscal year ending September 30, 1874, to have been from tolls \$2,921,721 74, and from other sources \$26,251 17. Total receipts, \$2,947,972 91.

The payments for ordinary repairs were \$1,297,716 37; salaries of collectors, clerks, inspectors, &c., \$97,697 83. Salaries chargeable to the annual revenues, refunding tolls, &c., \$74,070 73. Total \$1,469,466 83. The surplus revenues of the canals therefore for the fiscal year were \$1,478,506 08. This amount has been appropriated to the sinking fund, and the fund for the support of the government.

Compared with the year 1873, the receipts of 1874 show a decrease of \$134,479 13, the payments an increase of \$10,391 59, and the net receipts a decrease of \$144,780 72.

The canal debt paying interest on September 30, 1874, was \$10,165,000, and the amount,

after applying all the sinking funds, will be \$8,669,411 01; the outstanding and unpaid canal debt for which certificates of stock have been issued is \$10,230,430; of this sum \$65,430 does not pay interest.

The balance in treasury, and invested, October 1, 1873, was.... \$4,096,255 50
Received for fiscal year ending
September 30, 1874..... 8,374,329 65

Total..... \$12,470,585 15
Paid during same period..... 9,424,257 37

Balance, Sept. 30, 1874..... \$3,046,327 78

The fund, composed of deposits made by repair contractors to secure faithful performance of their contracts, was on September 30, 1874, \$9,571 05.

The expenditures for ordinary repairs and collection of tolls in excess of the income of the lateral canals for the fiscal year amount to \$284,705,77, exceeding the previous year \$56,256,62. This deficiency was charged to the Erie and Champlain Canals.

The total deficiencies on account of the lateral canals since 1840, aggregate \$9,537,842 24, exclusive of extraordinary repairs, which foot up \$1,960,503 05, and the expenditures since 1865, for the extension of the Chertango Canal, which amount to \$1,837,510 73.

The expenses of the Engineering Department continue to be very large, \$104,756 31 against \$106,000 90 last year.

The enlargement of the Champlain Canal is strongly urged, so as to give a uniform depth of seven feet of water.

The last Legislature made an appropriation of \$7,500 for the purpose of surveying the sources of the Upper Hudson with a view to increasing the supply of water. The plan proposed is the erection of dams at the outlets of large lakes, by which an immense quantity of water can be accumulated and stored and fed out during the summer as wanted. The Legislature is reminded by the Auditor "that the State has made but one earnest effort to introduce steam into our canals. That effort should be continued, and not relaxed until success is assured. With steam successfully established on our canals we shall command, without fear of diversion, our full share of Western trade."

Horace Fairbanks, president of the Vermont division of the Portland and Ogdensburg Railroad, says that this division will be done, including the branch to Burlington and a five mile branch to the Canada line, next season. The eastern division is done to the Crawford House in New Hampshire, and from there to the Connecticut River at Dalton, N. H., the track of the Boston, Concord and Montreal road will be temporarily used.

FISK & HATCH,

Bankers,

5 Nassau St., N. Y.

U. S. Government Bonds of all issues and denominations bought and sold direct at current market rates, in large or small amounts to suit all classes of investors and Institutions, and for immediate delivery; and all business connected with investments in Government Bonds, transfers of Registered Certificates, Exchange of Coupon Bonds for Registered, Collection of interest, &c., attended to on favorable terms.

All other marketable Stocks and Bonds bought and sold on Commission; Gold Coupons and American and foreign Coin bought and sold; approved deposit accounts received.

FISK & HATCH.

Dividends, Interest, etc.

The Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company have declared a dividend of 3½ per cent, payable February 1, 1875, at the office of the United States Trust Co., 49 Wall st., N. Y.

The Terre Haute and Indianapolis Railroad Company have declared a semi-annual dividend of six per cent, payable at the office of the Farmers Loan and Trust Co., 26 Exchange Place, N.Y., on and after January 20, 1875.

The Houseatic Railroad Company have declared a dividend of 4 per cent, payable January 20.

The Pennsylvania Railroad Company give notice that they will pay, upon presentation, before March 6th, 1875, their Scrip issued for the dividend December 6th, 1873, at par, and accrued interest thereon to date of presentation. On the 6th of March, 1875, this Scrip will cease to bear interest, and the company will pay all that may then be outstanding.

On and after this date, the Bonds of the New Jersey Railroad and Transportation Company of the loan for \$300,000, due February 1, 1875, will be paid at par and accrued interest, on presentation at the Agency of the Pennsylvania Railroad Company, No. 57 Broadway, New York; and the Bonds of the Delaware and Raritan Canal, and Camden and Amboy Railroad and Transportation Company, of the Loan for \$675,000 due April 1, 1875, will be paid at par and accrued interest, on presentation at the office of the Pennsylvania Railroad Company, No. 233 South Fourth street, Philadelphia.

The Commissioners of Finance, at a meeting held in Baltimore on the 9th inst., adopted a resolution to purchase at par the detached coupons of the unendorsed 1st mortgage bonds of the Western Maryland Railroad Company, which matured on the 1st of January, 1875, as authorized by ordinance of June 2, 1874. The amount of these bonds is \$400,000. The interest on same, being for six months, amounts to \$12,000.

At a meeting of the managers of the Schuylkill Navigation Co., held in Philadelphia on the 9th inst., a dividend of sixty cents per share on the preferred stock, and thirty cents per share on the common stock, was declared payable in scrip on the 1st of February, 1875, to the stockholders as registered January 18th, 1875. Said scrip will be convertible into the six per cent, mortgage loan of the company of the year 1872-1897, in sums of \$100 and upwards, on and after the 4th of March, 1875.

The Delaware, Lackawanna and Western Railroad company will pay a dividend of 2½ per cent. in cash January 20th.

The West Chester and Philadelphia Railroad Co. will pay on demand a dividend of 4 per cent. on the preferred and consolidated preferred stock, clear of all taxes.

The North Pennsylvania Railroad Company will pay a semi-annual dividend of 5 per cent. on the 1st day of February.

A dividend of \$1½ per share will be paid to the stockholders of the East Pennsylvania Railroad Company, at the office of the Philadelphia and Reading Railroad Co., Philadelphia, on the 19th of January.

The East Mahanoy Railroad Company will pay

a dividend of \$1 45 per share on the 15th instant. The Lake Shore and Michigan Southern Railway Co. have declared a dividend of 3¼ per cent for the half year ending 31st ult., payable February 1.

The quarterly dividend of \$2 50 per share on the capital stock of the United New Jersey Railroad and Canal Co. will be paid in Philadelphia at the office of the Pennsylvania Railroad Co., and in New York at 57 Broadway.

The dividend of 3½ per cent. on the capital stock of the Rome, Watertown and Ogdensburg Railroad Company, will be paid on and after the 15th of January at the Farmers' Loan and Trust Co., New York.

The George's Creek Coal and Iron Company, Baltimore, announces a semi-annual dividend of \$6 per share, payable at the office of J. S. Gittings & Co., Baltimore.

The Baltimore, Catonsville and Ellicott's Mills Passenger Railway Co. have declared a semi-annual dividend of 4 per cent.

The Federal Street and Pleasant Valley Passenger Railroad Co. have declared a dividend of 5 per cent. out of the profits of the last six months.

The coupons due January 1, 1875, of the bonds known as the "Guaranteed Bonds" of the Vermont Central Railroad, and the "Stanstead, Shefford and Chambly Bonds," are payable at the National Bank of Redemption, and the coupons of the "Missisquoi Railroad Bonds," at the Globe Bank, Boston.

For other dividends, and interest payable in January and February, see pages 71 to 81 inclusive, this week's issue.

Finances of the State of New York.

From the Message of Gov. Tilden to the Legislature, we learn that the receipts into and payments from the Treasury on account of all the funds, except the Canal and Common School funds, for the fiscal year ending September 30, 1874, were as follows:

Receipts	\$26,465,370 43
Payments	19,636,308 36

Balance in the Treasury September 30, 1874..... \$6,829,062 07

The available balance amounted to \$6,494,881 44, the difference being made up by the defalcation in the State Treasury in 1873 of \$304,957 91 and the sum of \$29,222 72 being an old balance due from the Bank of Sing Sing.

STATE DEBT.

On the 30th September, 1873 and 1874, the total funded debt was as follows:

	1873.	1874.
General Fund	\$3,988,526 40	\$3,988,526 40
Contingent (stock issued to the Long Island Railroad Company)	68,000 00	68,000 00
Canal	11,352,880 00	10,230,430 00
Bounty	22,121,000 00	15,912,500 00

Total

During the months of August and September, 1873, stocks of the bounty loan were purchased to the amount of \$306,000, but not canceled until after September 30, 1873. Deducting this sum, the bounty debt amounted to \$20,815,000, and the total debt to \$36,224,406 40.

The actual reduction of the State debt during the fiscal year ending September 30, 1874, by cancellation of matured stocks, and by the purchase of \$4,902,500 of bounty loan stocks of 1877, for the Bounty Debt Sinking Fund, is \$6,024,950.

In addition to the \$4,902,500 of bounty stock, purchased for the Bounty Debt Sinking Fund

during the last fiscal year, and canceled, there have been investments for that sinking fund, since the date of the last report to the present time, in State securities and Government registered bonds to the amount of \$4,381,500, at a cost of \$4,972,091 35; add \$327,283 88 premium and \$3,210 commissions on bounty loan stock purchased and canceled, and \$1,421,584 interest on bounty debt, makes a total of \$11,626,667 23 paid on account of this sinking fund since the date of last report to the present time. The securities, now held in trust for this sinking fund, amount, at their par value, to \$6,802,944 09, which could be disposed of, at the present market rates, at an average premium of over 12 per cent.

The following statement shows the amount of the State debt on the 30th September, 1874, after deducting the unapplied balances of the sinking funds at that date:

	Debt on the 30th September, 1874.	Balance of sinking funds on 30th September, 1874.	Balance of debt after applying sinking funds.
General	\$3,988,526	\$4,142,694	\$.....
Contingent ..	68,000	32,823	35,176
Canal	10,230,430	1,561,019	8,669,411
Bounty	15,912,500	*7,125,278	8,787,222
Totals ..	\$30,199,456	\$12,861,814	\$17,491,809

* Deducting interest accrued to October 1, 1874, payable January 1, 1875.

The State debt on the 30th September, 1873, after deducting the unapplied balances of the sinking funds, amounted to \$21,191,379 34
On the 30th September, 1874, to.. 17,491,809 32

Showing a reduction of..... \$3,699,570 02

TAXES.

The State tax levy for the current year amounted to 7½ mills.

The total amount of the tax will be \$15,727,482 08, about \$900,000 in excess of the amount levied during the preceding fiscal year.

Imports of Dry Goods at New York.

The subjoined table will show the total amount of the different classes of dry goods entered at this port for the years 1873 and 1874:

	ENTERED FOR CONSUMPTION.	
	1873.	1874.
Manufactures of wool....	\$22,586,183	\$20,606,002
" cotton ..	17,660,858	16,593,821
" silk	17,689,818	21,350,294
" flax	9,969,706	9,416,275
Miscellaneous dry goods.	6,835,684	6,974,614
Total	\$74,692,249	\$74,941,006

	WITHDRAWN FROM WAREHOUSE	
	1873.	1874.
Manufactures of wool....	\$15,440,544	\$14,545,447
" cotton ..	8,073,272	5,753,058
" silk	8,946,844	5,427,362
" flax	6,925,563	5,837,387
Miscellaneous dry goods.	1,474,666	1,637,596
Total	\$40,860,889	\$33,200,850
Add entered for consump	74,692,249	74,941,006

Thrown upon market. ... \$115,553,138 \$108,141,856

	ENTERED FOR WAREHOUSING.	
	1873.	1874.
Manufactures of wool....	\$15,462,860	\$13,597,674
" cotton ..	7,482,728	5,601,864
" silk	8,541,753	4,828,454
" flax	6,226,425	5,600,118
Miscellaneous dry goods.	1,858,623	1,621,010
Total	\$39,571,389	\$31,249,120
Add entered for consump	74,692,249	74,941,006

Total entered at the port \$114,263,638 \$106,190,026

OFFICE OF THE ILLINOIS CENTRAL RAILROAD
COMPANY, NEW YORK, Dec. 15, 1874.

A DIVIDEND OF FOUR PER CENT. HAS BEEN declared by this Company, payable on the 1st day of February next, to the holders of full paid shares registered at the close of the 15th day of January next, after which, and until the 5th day of February, the transfer books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.

OFFICES TO LET,

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SPLENDID LIGHT & VENTILATION, SUITABLE
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Nos. 4, 6, 11, 17, 19, 21 and 38 BROAD ST.,

Nos. 55 and 57 EXCHANGE PLACE,

ALL NEAR WALL STREET,

And Nos. 4 and 19 WALL STREET.

APPLY AT THE OFFICE OF

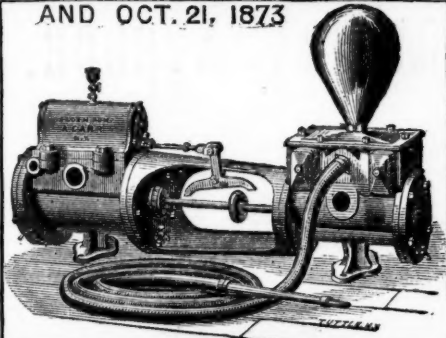
EDWARD MATTHEWS,

Nos. 4 and 6 Broad Street.

THE SELDEN DIRECT-ACTING STEAM-PUMP

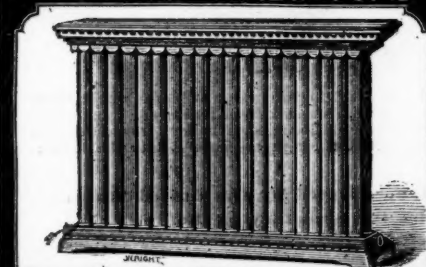
PAT. AUG. 2, 1870. DECEMBER 20, 1870

AND OCT. 21, 1873



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REMARKABLE DEGREE. ITS PARTS ARE EASY OF ACCESS
AND IT IS ADAPTED TO ALL PURPOSES FOR WHICH
STEAM PUMPS ARE USED.

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THE ONLY UPRIGHT STEAM RADIATOR
MADE WHICH HAS A POSITIVE CIRCULATION.

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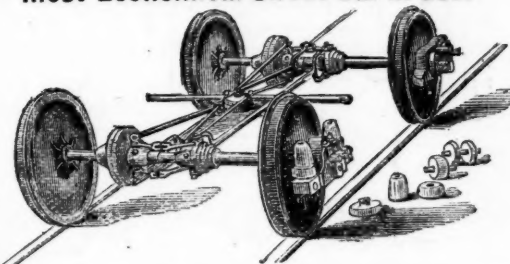
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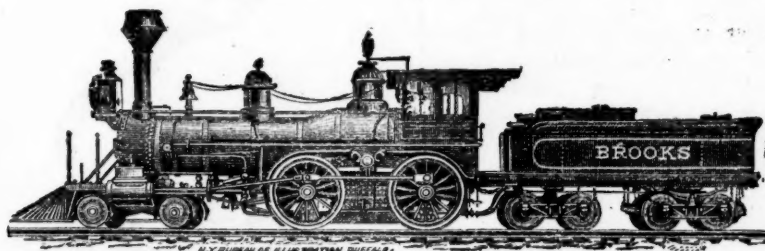
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WILLIAM CALDER, President.

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HAVING large facilities, and having had a long experi-
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LOCOMOTIVES,
EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF
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HARRISON TWEED,

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P. I. PERRIN, Sup't.

Aggregate Steam Power of the World.

Dr. Engel, director of the Prussian Statistical Bureau, has been making estimates, on such statistical data as is available, of the total horse power of steam engines in the world, as every country has tolerably correct railroad statistics. Dr. Engel thinks that the following returns with reference to locomotives is not far from right:

	Year.	Number.
United States.....	1873	14,223
Great Britain.....	1872	10,933
Zollverein.....	1871	5,927
Russia.....	1873	2,684
Austria.....	1873	2,369
Hungary.....	1869	506
France.....	1869	4,933
East Indies.....	1872	1,323
Italy.....	1872	1,172
Holland.....	1872	331
Belgium.....	1870	371
Switzerland.....	1868	225
Egypt.....	1870	212
Sweden.....	1872	185
Denmark.....	1865	39
Norway.....	1871	34

Total45,467

It may be assumed that there are still four or five thousand additional locomotives in countries from which no statistics have been received, so that something like fifty thousand engines of that description, of an aggregate of 10,000,000 horse power, are now in use. Dr. Engel estimates all the engines in use—locomotive, marine, and stationary—at about 14,400,000 horse power.

Assuming that the above statistics are approximately correct, it would appear that one third of all the steam engines and steam power in the world are employed in the United States. This will, in some degree, account for the extraordinary industrial progress of this country and the high rank it maintains in all departments of practical engineering. The population of the United States is 40,000,000 while the aggregate population of the other countries above named exceeds 350,000,000. —*Scientific American.*

An order has just been issued by Postmaster General Jewell to the effect that on and after Jan. 15 the mails heretofore sent from New York, Baltimore, and New Orleans for Key West by steamer must hereafter be dispatched by rail. It is estimated that a saving of \$90,000 to the Treasury will be effected by this change, while the mails will be carried to their destination with greater rapidity than by the water routes.

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MANUFACTURERS of Engineers' and Surveyors' Instruments. Descriptive and priced catalogue gratis.

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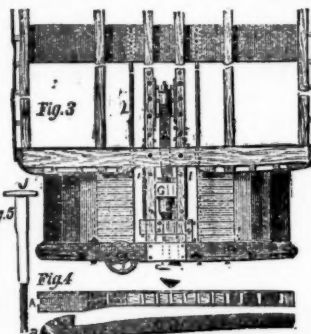
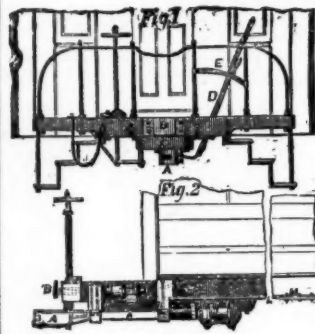
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Manufacturer of RAILROAD, SHIP, BOAT & DOCK SPIKES.



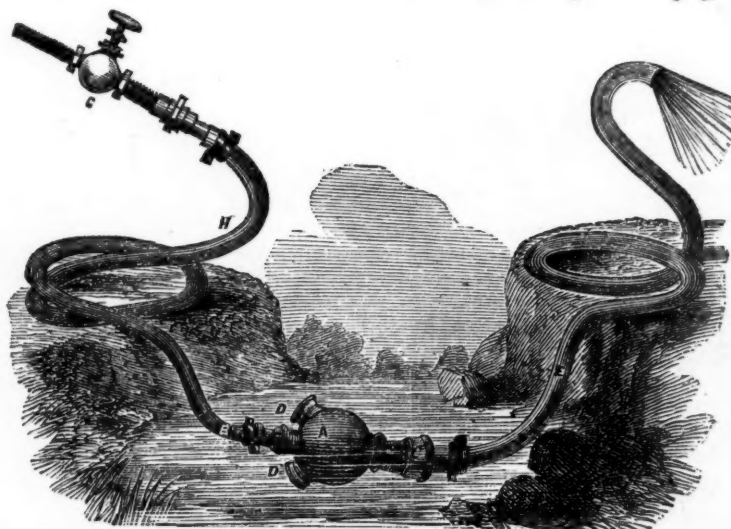
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The Portable is invaluable on a freight or construction train, being used to take water at points where there are no water stations. With it water can be taken from any point within one hundred feet of the track where there is water six inches or more in depth. The valve C is tapped into the locomotive boiler; steam is let on through the hose B; water is drawn through the orifices D D, and forced through the hose E into the tender, filling any tender with warm water in from six to twelve minutes.

Lansdell's Patent Steam Syphons, Double Suction, adopted by the United States Board of Supervisors, and approved by the Secretary of the Treasury for use on Steamboats.

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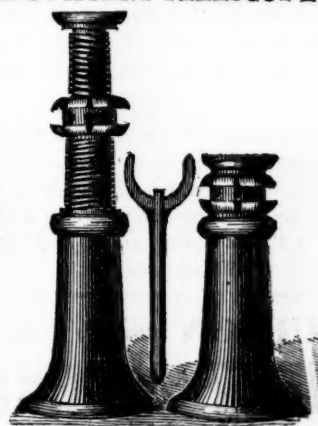
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New York.**

Chesapeake and Ohio Canal.

The survey of the route for the extension of the Chesapeake and Ohio canal to the Ohio river, which has been in progress under the supervision of the War Department since August last, has just been completed. The engineers have made a preliminary location of the line from Cumberland to the Falls of Youghiogheny. The length of the line is eighty five miles, and it is one hundred miles to where slack water is expected to begin at Connellsville. The summit is passed at an elevation of 1,300 feet above the Cumberland, by a tunnel three and three quarters miles along. Ten inclined planes are provided on the eastern side and four on the western. The estimate made last year is deemed to hold good—that is, \$25,090,000 for a canal seventy feet wide and seven deep, with locks one hundred and twenty feet by twenty, capable of passing boats of two hundred tons.

New Corporations.

Certificates of incorporation of the following companies have been filed with the Secretary of State of Ohio:

Toledo and Garden Land Narrow Gauge Railroad company, with a capital stock of \$50,000. Route, from Toledo to the stone quarries on Swan creek. The incorporators are H. S. Walbridge, W. I. Kelley, T. P. Brown, John F. Kumler and L. T. Thayer.

The Pomeroy and Jackson Mineral Railway company, with a capital stock of \$600,000. Route from Pomeroy through Meigs, Vinton and Jackson counties to Jackson C. H. The incorporators are G. W. Moredock, P. B. Stanbery, and others.

The Sandusky and Chicago Railway company, with a capital stock of \$200,000. Route, through Erie, Sandusky, Wood, Henry and Defiance counties. S. C. Wheeler and others are the incorporators.

The extension of the Portsmouth, Great Falls and Conway Railroad, to connect with the Portland and Ogdensburg road, has been completed, and the cars now run to Upper Bartlett. More than a thousand men are at work on the mountain near the Willey House.

HUDSON RIVER CEMENT WORKS,

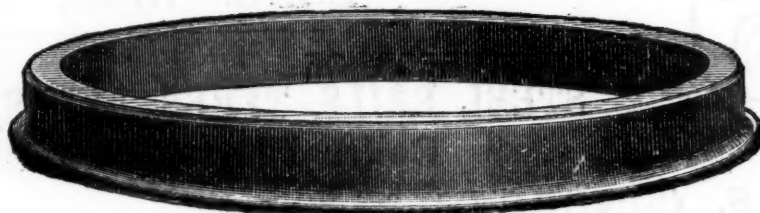
Manufactory at Kingston, N. Y.

(LATELY IN JERSEY CITY, N. J.)

MANUFACTURERS OF ROSENDALE HYDRAULIC CEMENT, having facilities for manufacturing 600 barrels daily, are now prepared to furnish, on the most reasonable terms, Rosendale Hydraulic (Diamond A) Cement of a fine and superior quality, all of which is by ourselves manufactured at the works, located on the West bank of the Hudson River, near Rondout, N. Y., from a superior selected quality Cement Stone, quarried exclusively from our (late Hudson River Cement Co., Jersey City, N. J.) celebrated and extensive quarries, situated at Creek Locks, town of Rosendale, Ulster County, N. Y. Our Cement having been extensively used the last twenty years, and meeting the approval of the most eminent Builders, U. S. and other Engineers, we have authority for declaring our brand, (Diamond A) Cement, the American Standard Hydraulic Cement, all of which is put up in good shipping order, in new, tight, well-made (at the Manufactory) and papered barrels. The largest class vessels can come to our works without extra towing or delay. Cement deliverable at the Works or in New York City. Our barrels will be branded, "Hudson River Cement Works, Rosendale (Diamond A) Cement, Office, No. 95 Liberty Street, New York."

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CAMMELL'S CAST STEEL.



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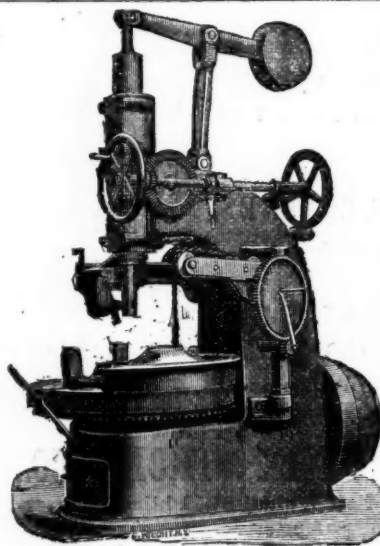
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